MICROFILM

START OF ROLL

ROLL NO.

116

Construction Contracts

Begins # 6310

#6310 continued from reel 115

S-225(6) Marine Dr.-N.E. Shaver St. Sec., 1963
FAS 654 (N.E. 122nd Ave.), Grad.
#6310 & Storm Sewer

OAH 2630

E—320 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#4

Oregon State Highway Commission
Salem, Oregon

Date August 5, 19 64

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 85 days, within which to complete our Contract No. 6310, without the assessment of liquidated damages. The said contract is described as follows:
Grading & Storm Sewer - Marine Drive-N.E. Shaver St.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Oct. 21,22,23,25, Nov. 1,4,5,6,12,13,18,19,20,21 & 22, 1963
June 11, 12, 26, July 3, 1964.

On the above dates work was performed but due to rain and wet ground conditions only about 50% work could be done.
Attention is also called to Supplemental General Provisions - Page 6 - Time for Completion of Work. Due to the fact that this project did not obstruct traffic or interfere with the traveling public there would be no additional cost to the state.

Respectfully submitted,

C. J. Montag & Sons
Contractor

By C. C. Montag VP

~~APPROVED BY~~ HIGHWAY COMMISSION
DATE 12-15-64 Denied request
Floyd L. Smedley
Secretary

CONSENT OF SURETY

Date August 21, 1964

We, GLENS FALLS INSURANCE COMPANY, a corporation organized and under the laws of the State of New York and authorized to transact surety business in the State of Oregon, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GLENS FALLS INSURANCE COMPANY
by: Edward C. Larkins
Edward C. Larkins, Attorney-in-Fact

(SEAL)

Edward C. Larkins
Resident Agent
Edward C. Larkins Agency, Inc.
Woodlark Building, Portland, Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6310 Contractor C. J. Montag & Sons

Highway N.E. 122nd Avenue

Section Marine Drive - N.E. Shaver Street

Kind of Work Grading & Storm Sewer

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

The contractor did not disagree with the work day charges upon receipt of the weekly statements and did not file written protests as specified in the contract. Our records do not indicate that any delay occurred as a result of adverse weather conditions. The work which was available in October and November of 1963 was not delayed because of rain. There was no rain during the dates listed in June and July of 1964. The wet ground condition is a year-round occurrence, apparent prior to bidding and hence cannot be construed as an unanticipated condition.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

Contract No.	6310
Project designation	S-255(6) State-Federal
Date awarded	July 31, 1963
Work started	August 13, 1963
Per cent completed	100% July 31, 1964 Date
No. of Workdays Allowed	75
No. of Workdays Used	83
No. of Added Workdays Requested	10

S-255(6)

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: July 31, 1964
SECTION: Marine Dr.-N.E. Shaver St.		SECTION PREFIX: 526-1002
HIGHWAY: N.E. 122nd Ave.		COUNTY: Multnomah
NAME OF JOB: Marine Dr.-N.E. Shaver St. Section	KIND OF WORK: Grading & Storm Sewer	
CONTRACTOR: C.J. Montag & Sons	CONTRACT NUMBER: 6310	FEDERAL AID PROJECT NUMBER: S-255 (6)
DATE OF CONTRACT: July 31, 1963	DATE WORK STARTED: August 13, 1963	ESTIMATED COMPLETION DATE: July 31, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: 75	WORK DAYS USED: 83
PROJECT AUTHORIZATION: $142,349.38	ENGINEERING AUTHORIZATION: To be done by County	PERCENT OF TIME ELAPSED: 111
EXCLUSIVE OF ENGINEERING: $142,349.38	ENGINEERING COST TO DATE: $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $135,619.58	PERCENT OF AUTHORIZATION: ____%	
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 4.7%	DATE PROJECT WAS COMPLETED: Aug 5, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Fair		
TUESDAY	Fair		
WEDNESDAY	Lt. Showers		
THURSDAY	Cloudy		
FRIDAY	Cloudy		
SATURDAY	Rain		

CONSTRUCTION DIVISION
RECEIVED
AUG 4 1964
COB

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	**No Work**
TUESDAY	**No Work**
WEDNESDAY	**No Work**
THURSDAY	**No Work**
FRIDAY	**Contr. Excavated & placed material from 3 cut areas onto adjacent fills. Fine Graded Sta N 10+00 to S 18+00**
SATURDAY	**No Work**

REMARKS

No work was performed on Mon., Tue., or Wed., awaiting inspection by the Division office which was made Wed. A.M. Informed Contractor Wed. P.M. of additional work required & he resumed work on Friday.

SIGNED Spencer Hill

ADDRESS 2115 S.E. Morrison St. Portland, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

S-225(6)

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: July 24, 1964
SECTION: Marine Dr.-NE Shaver St.		SECTION PREFIX: 526-1002
HIGHWAY: N. E. 122nd Ave.		COUNTY: Multnomah
NAME OF JOB: Marine Dr.-NE Shaver St. Section	KIND OF WORK: Grading & Storm Sewer	
CONTRACTOR: C. J. Montag & Sons	CONTRACT NUMBER: 6310	FEDERAL AID PROJECT NUMBER: S-255 (6)
DATE OF CONTRACT: July 31, 1963	DATE WORK STARTED: August 13, 1963	ESTIMATED COMPLETION DATE: Project completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1	SPECIFIED WORK DAYS: 75	WORK DAYS USED: 81
PROJECT AUTHORIZATION: $ 142,349.38	ENGINEERING AUTHORIZATION: $ To be done by County	PERCENT OF TIME ELAPSED: 108
EXCLUSIVE OF ENGINEERING: $ 142,349.38	ENGINEERING COST TO DATE: $	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 135,619.58	PERCENT OF AUTHORIZATION: %	
ESTIMATED PERCENT: OVERRUN XXXXX 4.7%	DATE PROJECT WAS COMPLETED: July 23, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Cloudy, Lt. Showers		
TUESDAY	Cloudy		
WEDNESDAY	Cloudy & Clearing		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY	Fair		

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUL 28 1964
COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Blade and roller worked from Sta. 'S' 18+00 to 'N' 10+00 Fine grading and compacting.
TUESDAY	Scraper hauled from surcharge Sta. 14+00 to South end of project to fill low areas.
WEDNESDAY	Unstable fill excavated 2' to 3' and replaced with dry material. Loose rocks removed from sub-grade.
THURSDAY	Surcharge at North end of project leveled and reshaped. Laborers working on slopes and around manholes.
FRIDAY	No work.
SATURDAY	No work.

REMARKS

SIGNED Spencer Hill.

ADDRESS 2115 S. E. Morrison St., Portland, Ore.

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 19 1963
FOR FILING

S-255(6)
6310

August 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 10, 1963, on Contract No. 6310, Marine Drive - N. E. Shaver Street Section, in Multnomah County, in connection with Federal-Aid Project No. S-255(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:pac

RECEIVED
AUG 13 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

FOR R-2 (Rev. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

F. 16 63

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: S-235(6)

PROJECT REPORT NO.: S-225(6) 4

6-13

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Marine Dr. to N.E. Halsey St.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-63	1.124
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 149,841.00	$ 94,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stowe
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)
L. R. Backlund, Administrative Manager

Date executed by Division Engineer August 16, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

USCOMM-DC 20134-P62

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-255(6)

MARINE DRIVE-N. E. SHAVER STREET SECTION OF

N. E. 122ND AVENUE (FAS 654) IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, August 6, 1963

Type Code 0010
Roadway (Sta. "S" 16+00 thru Rms. S 0+67.17 = "N 0-09.57 to Sta. "E" 41+91)
(Contract 6310)

Clearing and Grubbing	All Required			$ 1,000.00
Drainage Excavation, Unclassified	7,600 cu.yds.	$	3.00	22,800.00
Special Borrow Excavation, Unclass.	4,200 cu.yds.		2.00	8,400.00
General Excavation, Unclassified	33,800 cu.yds.		0.70	23,660.00
Short Overhaul	187,000 yd.stas.		0.015	2,805.00
Long Overhaul	8,800 C-yd.stas.		0.40	3,520.00
15-inch Corrugated Metal Pipe	110 lin.ft.		3.90	429.00
60-inch Corrugated Metal Pipe, Protected Invert	70 lin.ft.		30.00	2,100.00
8-inch Sewer Pipe, Extra Strength	370 lin.ft.		1.85	684.50
12-inch Sewer Pipe, Extra Strength	470 lin.ft.		2.75	1,292.50
18-inch Sewer Pipe, Extra Strength	330 lin.ft.		4.55	1,501.50
21-inch Sewer Pipe, Extra Strength	28 lin.ft.		5.50	154.00
30-inch Reinforced Sewer Pipe	1,240 lin.ft.		7.55	9,362.00
36-inch Reinforced Sewer Pipe	940 lin.ft.		8.45	7,943.00
60-inch Reinforced Sewer Pipe	1,580 lin.ft.		21.70	34,286.00
Concrete Manholes	7 only		275.00	1,925.00
Special Concrete Manholes	4 only		1,275.00	5,100.00
Reconstruction of Manholes	1 only		250.00	250.00
Concrete Inlets, Type "G"	17 only		75.00	1,275.00
Concrete Inlets, Type "CO"	3 only		90.00	270.00
Metal Guard Rail	160 lin.ft.		3.00	480.00
Rail End Pieces	2 only		6.00	12.00
Loose Riprap	160 cu.yds.		10.00	1,600.00
				$130,849.50
Flagging (57½% of Contractor's Cost)	All Required			$ 300.00
Granular and Crushed Rock Pipe Bedding and Enclosement	All Required			2,970.00
Special Storm Sewer Shoring	All Required			2,000.00
Signing	All Required			100.00
				$ 5,370.00

Subtotal	$136,219.50
10% Engr. & Cont.	13,621.50
Total	$149,841.00

Length of Roadway . . . . . 1.124 miles
Cost of Roadway Per Mile. $133,310.49

Federal Funds	$ 94,300.00
State Funds	27,770.50
County Funds	27,770.50
	$149,841.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
AUG 19 1963
FOR FILING

Form 2552
4-62-100M

UNION PACIFIC RAILROAD COMPANY

OFFICE OF SUPERINTENDENT
2525 N. Larrabee Avenue
Portland 17, Oregon

AUGUST 7, 1963

(File Ref. D 322 - 0 - 18)

Project # S-255(6)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

We refer to your letter of July 12 transmitting Plans and Special Provisions in connection with grading and storm sewer work on the Marine Drive - N. E. Shaver Street Section of N. E. 122 Avenue in Multnomah County.

Herewith returned is one set of the State's plans on this project, approved without change, by Mr. W. E. Dowling for the Railroad's Chief Engineer.

Copies of the Contractor's drawings for the special shoring required by this project, should be submitted to the Railroad for review and approval prior to commencing sewer installation work in vicinity of our overpass structure.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

NOTED
JOHN P. SHAW

cc:
Mr. P. C. Northrop,
County Engineer and Roadmaster
2115 S. E. Morrison Street
Portland 14, Oregon

CONSTRUCTION DIVISION
AUG 9 1963
NOTED-- CE ACE ACE COE

COPIES TO:
enc. A.W. PARSONS (2)
L.H. YOUNG
F.D. MORGAN
L.P. SHAW
R.L. PORTER
A.E. JOHNSON
8-14-63

RECEIVED
AUG 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

I HAVE THESE PLANS IN MY FILES
T.

RECEIVED
OCT 9 1963
FOR FILING

6310

July 31, 1963

C. J. Montag & Sons
7805 N.E. Halsey Street
Portland, Oregon

Gentlemen:

The State Highway Commission on July 18, 1963, accepted your proposal for grading and storm sewer on Marine Drive-N.E. Shaver Street Section of FAS 654 (N.E. 122nd Avenue), Multnomah County, for the sum of $130,849.50, and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6310.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
AUG 9 - 1963

FORM E-30X—50M—5-62 43909

FOR FILING

6210

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1963

SUBJECT: Marine Drive-NE Shaver Street Section
FAS 654, Multnomah County

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

Herewith is Multnomah County's warrant for $28,500 which is the correct amount of the advance deposit required for the above project.

The contract is now clear for award.

Verne R. Jones
County & City Planning Engineer

VRJ:mm

cc: L. P. Shaw
L. H. Young

FILED
LLOYD P. SHAW

RECEIVED
JUL 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1963
FOR FILING

MISC CONTRACTS and AGREEMENTS No. [illegible]

Salem, Oregon
July 16, 1963

Cooperative Construction Agreement
Marine Drive-NE Shaver Street Section
S-255(6), FAS 654
Multnomah County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a cooperative construction agreement with Multnomah County covering the Marine Drive-NE Shaver Street Section of FAS 654 in Multnomah County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Multnomah County.

Secretary

FH
Attach: 1

cc - Mr. Lloyd P. Shaw

1-8324 Durkee-Malheur Co. Line Sec., 1963
Old Oregon Trail Hwy., Rock Prod.
#6311



RECEIVED
FEB 20 1964
FOR FILING

February 20, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract #6311 awarded to Jed Wilson & Son, for the Durkee-Malheur County Line Rock Production Project on the Old Oregon Trail in Baker County was completed on November 20, 1963, and accepted by the Highway Commission on February 19, 1964.

Final payment, in the amount of $1,698.68 will be released to the contractor after February 28, 1964. The total contract amount is $36,920.28 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Jed Wilson & Son
P. O. Box 217
Lapine, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Hora

RECEIVED
FEB 20 1964
FOR FILING
1-8324
6311

February 19, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed November 20, 1963, on Contract No. 6311. The contract was with Jed Wilson & Son and was for rock production on the Durkee-Malheur County Line Section of the Old Oregon Trail Highway in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 19, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: December 6, 1963

SECTION: Durkee - Malheur Co. Line

SECTION PREFIX: 1-8324

HIGHWAY: Old Oregon Trail

COUNTY: Baker

NAME OF JOB: Durkee - Malheur County Line

KIND OF WORK: Rock Production

CONTRACTOR: Jed Wilson & Son

CONTRACT NUMBER: 6311

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: August 19, 1963

DATE WORK STARTED: September 13, 1963

ESTIMATED COMPLETION DATE: November 20, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS: 50

WORK DAYS USED: 49

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION:	$ 40,365.00	ENGINEERING AUTHORIZATION	$ 2,870.40
EXCLUSIVE OF ENGINEERING:	$ 37,494.60	ENGINEERING COST TO DATE	$ 3,912.44
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING:	$ 36,920.28	PERCENT OF AUTHORIZATION	136.3%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN	2.5%	DATE PROJECT WAS COMPLETED:	November 20, 1963

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
						100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			27.13		
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			12,000 c.y.		
TOTAL QUANTITIES CORRECTED TO DATE			12,380 c.y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			12,380 c.y.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	O'Cast		
TUESDAY	O'Cast		
WEDNESDAY	O'Cast		
THURSDAY	O'Cast		
FRIDAY	Fair		
SATURDAY			

NOTED
JOHN R. OAKES

DEC 9 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor all week pertinent to project. Contractor moving out crushing plant.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor working all week loading and moving crushing plant. Site should be cleaned up and all equipment moved out about the middle of next week.

Semi-final estimate along with supporting data submitted to Division office on Monday.

Met Alfred Shirley Jr., Ass't Div. Engr. at quarry site at 11:00 AM, MST Thursday for final inspection of project.

This will be the final report on this project.

SIGNED P. D. Bennett

ADDRESS Ontario, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 20 1963
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
August 20, 1963

177524

Jed Wilson and Son
Box 217
Lapine
Oregon

Gentlemen:

The State Highway Commission on August 19, 1963 awarded to you State Highway Contract No. 6311 for the following project:

Durbee-Malheur County Line Rock Production Project on the Old Oregon Trail in Baker County.

This award was based on your low bid of $35,880.00 which was submitted to the Commission on August 13, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

I-5-3(54) Fairgrounds Rd.-Shady Sec., 1963
121 Pacific Hwy. (Grad. & Pav.)
#6312

RECEIVED
AUG 4 1967
FOR FILING

IS-(C-1)121
6312

August 4, 1967

Riddlesberger, Pederson, Brownhill
& Young
Cascade Building
Eugene, Oregon 97401

Attention: Mr. Phil Cass, Jr.

Gentlemen:

Thank you for your letter of August 2 advising us of the claim of Morse Bros., Inc., against S. A. Hutchins and Associates Construction Company and McNutt and Sons, Inc., has been fully satisfied and the claim has been released.

Our records indicate this to be in reference to our Contract No. 6312 for grading and paving on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County. This claim was for labor, materials and rental in the amount of $32,801.31.

This information is being noted in our records and we will advise the surety and the principal contractors of the release of your client's claim.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: The Travelers Indemnity Company
Jewett, Barton, Leavy & Kern
S. A. Hutchins and Assoc. Construction Co.
and McNutt and Sons, Inc.
Commissioners

CWH:gc

Noted on card
G C

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
HELEN J. FRYE

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

TELEPHONE 342-3691
AREA CODE 503

August 2, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon, 97310

Re: Oregon State Highway Contract
No. 6312

Dear Mr. Query:

Please be advised that the claim of Morse Bros, Inc., on the bond taken from S A Hutchins and Associates Construction Company and McNutt and Sons, Inc., as principals and The Travelers Insurance Company as surety on the above project has been fully satisfied and the claim is released.

Very truly yours,

Phil Cass, Jr.

PC:rem
cc. The Travelers Insurance Co.
Morse Bros, Inc.
P. O. Box 7
Lebanon, Oregon

NOTED
FLOYD QUERY

RECEIVED
AUG 3 1967
OREGON
STATE HIGHWAY COMMISSION

PROOF OF CLAIM

TO: The Oregon State Highway Commission.

Notice hereby is given that the undersigned, MORSE BROS., INC., has a claim for labor and materials including rental and operation of various pieces of power equipment and the use and rental of the equipment performed and furnished by Morse Bros., Inc. in the sum of Thirty-Two Thousand, Eight Hundred One and 31/100 Dollars ($32,801.31) against the bond taken from S. A. HUTCHINS & ASSOCIATES CONSTRUCTION CO. and McNUTT & SONS, INC., a joint venture, as principals and the TRAVELERS INDEMNITY COMPANY as sureties upon the bond for the work of preparing the shoulders and placing the shoulder material on the Fairgrounds Road - Shady Section of Interstate 5 and for sprinkling, plant mix bituminous base, asphalt bituminous base, asphaltic concrete mixture, asphalt in mixture and RS-1 asphalt on the Fairgrounds Road - Shady Section of Interstate 5, all being a part of that certain contract between the Oregon State Highway Commission and S. A. Hutchins & Associates Construction Co. and McNutt & Sons, Inc., a joint venture for the construction of Douglas County Pacific Highway, Fairgrounds Road - Shady Section grading and paving, State Highway Contract No. 6312.

RECEIVED
MAY 20 1966
OREGON
STATE HIGHWAY COMMISSION

MORSE BROS., INC.

By L. Morse

RECEIVED
JUN 10 1966
FOR FILING

THE TRAVELERS

THE TRAVELERS INSURANCE COMPANY · THE TRAVELERS INDEMNITY COMPANY

CLAIM DEPARTMENT
WALLACE A. JOHNSON, MANAGER

PORTLAND OREGON OFFICE
421 S.W. Sixth Avenue
PORTLAND, OREGON 97204
Telephone: 224-5770

June 8, 1966

S.A. Hutchins & Associates
Construction Company
P.O. Box 190
Sutherlin, Oregon

Re: 133 FS 191
S.A. Hutchins & Associates, etal
Bond #1112791

Gentlemen:

We are in receipt of a copy of letter directed to Morris Brothers, Inc., East Grant Street, Lebanon, Oregon, by the Oregon State Highway Commission, relative to a creditor claim presented by Morrs Brothers, Inc. in the sum of $32,801.31 for labor, materials and rental apparently in connection with the State Highway project for the State of Oregon in Douglas County-Pacific Highway, Fairgrounds Road-Shady Section, under contract #6312.

Kindly inform us promptly relative to the status of this creditor claim covering the reason for non-payment, or if you have satisfied the account, advise in this regard.

As you know, in the event it develops that we are obligated to go forward under our bond, under the provisions thereof, we shall look to you or any indemnitors for reimbursement.

Very truly yours

Wallace A. Johnson
Manager, Claim Department

WAJ:jp

cc: State of Oregon, State Highway Department, Salem, Oregon 97310
Attn: Mr. Floyd Query, Secretary, Oregon State Highway Commission

RECEIVED
JUN 9 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 20M 4-62

RECEIVED
MAY 20 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 20, 1966

Morse Brothers, Inc.
East Grant Street
Lebanon, Oregon

Gentlemen:

This is to acknowledge receipt of your recent letter and attached proof of claim stating that S. A. Hutchins and Associates Construction Company and McButt and Sons, Inc., owes you $34,201.31 for labor, materials, and rental.

This appears to be in reference to the S. A. Hutchins and Associates Construction Company and McButt and Sons, Inc., Contract No. 6344 for grading and paving the Fairgrounds Road-Shady Section on the Pacific Highway in Douglas County.

The surety on this project is The Travelers Indemnity Company through Jewett, Barton, Leavy and Korn, Lewis Building, Portland. We will advise them of the receipt of your claim and we will also send it to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

RECEIVED
MAY 25 1966
STATE HIGHWAY COMMISSION
OREGON

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Claim Fee $7.72

FILED
TOM McCALL

RECEIVED
MAY 23 1966
TOM McCALL
SECRETARY OF STATE

cc: S. A. Hutchins and Associates Construction Co.
and McButt and Sons, Inc.
P. O. Box 190
Sutherlin, Oregon

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Jewett, Barton, Leavy and Korn
Lewis Building
Portland 4, Oregon

Hon. Tom McCall

P.S. Please acknowledge receipt of this claim on the enclosed copy of your letter.

NOTED ON CARD

Commissioners

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Linn)

J. O. Morse, being first duly sworn on oath deposes and says that he is the President of Morse Bros., Inc., an Oregon corporation, and that Morse Bros., Inc. has furnished labor and materials for S. A. Hutchins & Associates Construction Co. and McNutt & Sons, Inc., a joint venture on the construction of the Douglas County Pacific Highway, Fairgrounds Road - Shady Section, Oregon State Highway Commission, designated as State Highway Contract No. 6312 and that Morse Bros., Inc. has not been paid.

This affidavit is made for the purpose of procuring a certified copy of the contract and bond of the joint venturers.

J O Morse

SUBSCRIBED and sworn to before me this 18th day of May, 1966.

R H Reed
Notary Public for Oregon
My commission expires: My Commission Expires April 21, 1967

RECEIVED
MAY 19 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 5 - 1966
FOR FILING

December 5, 1966

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-3(54)121

Dear Sir:

Your November 8, 1965, endorsement noted that contract work on Contract No. 6312, Fairgrounds Road-Shady Section in Douglas County, Federal-Aid Project No. I-5-3(54)121 was satisfactory. The State Highway Commission authorized acceptance of the contract as of November 29, 1965.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order (including the establishment period) by State Forces, or others, was completed April, 1966.

Contractor's wage certification is dated 11-19-65.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JK:cr

cc: C. H. Maison
F. D. Morgan
R. N. Chase

FORM E-122X 50M 7-65

RECEIVED
JAN 21 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID E. SIMPSON, MEMBER
Portland
FILE NO.
I-5-3(54)121

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 13, 1966

Mr. Robert L. Mills
Attorney at Law
1108 Main Street
Milwaukie, Oregon 97222

Dear Mr. Mills:

This is to acknowledge receipt of your letter of January 7 and attached Notice of Claim of Hawkins-Hawkins Company, Inc. for guardrail in the amount of $31,961 furnished to J. C. Denton & Sons, Inc.

This appears to be in connection with the S. A. Hutchins and Associates Construction Company and McNutt and Sons, Inc. Contract No. 6312 for grading and paving on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County.

The surety on this project is The Travelers Indemnity Company through Jewett, Barton, Leavy & Kern, Lewis Building, Portland 4. We will advise them of the receipt of your letter and we will also send your client's claim to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

FLOYD [illegible]

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

S. A. Hutchins & Assoc. Constr. Co.
McNutt and Sons, Inc.
P. O. Box 190
Sutherlin, Oregon

Mr. Jackson
Mr. Simpson

The Hon. Tom McCall
(P. S. Please acknowledge receipt of this letter on the enclosed copy.)

FILED
JAN 17 1966
SECRETARY OF STATE

NOTED
C. W. HEAD

NOTED ON CARD

RECEIVED
JAN 17 1966
OREGON
STATE HIGHWAY COMMISSION

ROBERT L. MILLS
ATTORNEY AT LAW
1108 MAIN STREET
MILWAUKIE, OREGON 97222

TELEPHONE
654-3558

January 7, 1966

Mr. Floyd Query
Oregon State Highway Commission
Salem
Oregon

Re: OSHD #6312
Fairgrounds Road - Shady Section - Contract

Dear Mr. Query:

Enclosed please find the Original of the Notice of Claim submitted by Hawkins-Hawkins, Co. Inc. for filing pending action on the bond furnished for the above contract.

Would you kindly forward the Notice of Claim to the proper office, which may be the Secretary of State or the auditor for the Highway Commission.

Very truly yours,
Robt. L. Mills
Robt. L. Mills

RLM /hm

Cc please handle
(Ed Pease says Denton was a Sub-C.H.)

NOTED
FLOYD QUERY

RECEIVED
JAN 10 1966
OREGON
STATE HIGHWAY COMMISSION

TO: THE OREGON STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

Notice is hereby given that the undersigned, HAWKINS-HAWKINS COMPANY, INC., Berkeley, California, has a claim for 31,300 L. F. Metal Guard Rail with ten (10) End Terminals in the sum of $31,961.00 against the bond taken from J. C. DENTON & SONS, INC. and their surety, The Travelers Indemnity Company, (Agent: Jewett, Barton, Levy & Kern, Portland, Oregon) for the work encompassing construction of a guard rail on Douglas County Fairgrounds Road - Shady Section, Oregon State Highway Department, Contract No. 6312.

Dated this 30th day of December, 1965.

HAWKINS-HAWKINS COMPANY, INC.

BY _____
President

RECEIVED
JAN 10 1966
SALEM
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 - 1965
FOR FILING

I-5-3(51)131

6312

November 30, 1965

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6312 awarded to S. A. Hutchins and Associates Construction Company and McNutt and Sons, Inc., for grading and paving the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County was completed on August 5, 1965, and accepted by the Highway Commission on November 29, 1965.

Final payment in the amount of $40,535.53 will be released to the contractor after December 7, 1965. The total contract amount is $807,189.29 including $36,655.13 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc S. A. Hutchins and Assoc. Constr. Co.
and McNutt and Sons, Inc.
P. O. Box 179
Sutherlin, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 29 1965
FOR FILING

I-5-2(54)131
6.12

November 29, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed August 5, 1965, on Contract No. 6312. The contract was with S. A. Hutchins and Associates Construction Company and Kellett and Sons, Inc. and was for grading and paving on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1965, and that you concur in this procedure at the Commission meeting December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. M. Maison
L. R. Chandler

bg

RECEIVED
NOV 19 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

November 17, 1965

Accounting Division	(✓)	Traffic Division	( )
Bridge Division	( )	Division Engineer (No. 3)	(✓)
Construction Division	(✓)	Maintenance Division (Seeding & Mulching Sec.)	( )

Project No. I-5-3(54)121, Fairgrounds Road - Shady Section, Contract No. 6312, Prefix 610-1039, is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by November 30, 1965 so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the resident engineer currently in charge of the project area.

L. H. Young
Office Engineer

H:ed

RECEIVED
NOV 24 1965
FOR FILING

November 9, 1965

S. A. Hutchins & Associates Construction Co.
and McNutt and Sons, Inc.
P. O. Box 193
Sutherlin, Oregon.

#10

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for an increase in the specified number of work-days from 160 to 190 to complete Contract No. 6312 for grading and paving on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. R. Chandler
K. D. Limbocker
F. D. Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

RECEIVED
OCT 21 1965
FOR FILING

October 20, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 10
November 4, 1965 meeting

Gentlemen:

S. A. Hutchins & Associates Construction Company and McNutt & Sons, Inc., contractors on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County, Contract No. 6212, request an increase in the specified number of workdays from 160 to 190. The request is based on delays experienced by the subcontractor which were caused by flood and high water in the South Umpqua River.

The high water did cause certain damage; however, no time was charged during the flood period or during the time the contractor was making repairs. In our opinion, this project overran the time due to lack of aggressive prosecution on the part of the contractor. Also, he stockpiled some surfacing materials in a low area that suffered flood damages although his attention had been called to this situation.

I recommend that the request for an increase in the number of workdays be denied. The project was completed August 5, 1965, at which time 69 workdays beyond the specified number had been charged, resulting in $14,490 in liquidated damages.

This matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

DES:jkk RLP:ms fn

FORM E-80 80M 9-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
OFFICE

SUBJECT: Extension of Time
Fairgrounds Road-Shady Sec.
Pacific Highway
Contract No. 6312

Attached is a request from S. A. Hutchins & Assoc. Construction Co. and McNutt & Sons, Inc., contractors on the subject contract for an increase in the number of work days from 160 to 190 days without the assessment of liquidated damages. This job is covered by the 1954 Specifications on a workday count basis.

The contractor's request is based on delays experienced by the subcontractor caused by having to re-process asphalt aggregates which were contaminated by waters washing through the stockpile area during the December flood and replacing materials lost during the flood, breakdowns in the paving plant and loss of a bridge on a hauling road caused by the flood.

The contractor's reasons all pertain to flood damage. The flood did cause considerable damage to both the aggregates and the asphaltic concrete plant, however, a work day count on this project was not resumed following the winter grace period until May 14, 1965 at which time the aggregates had been re-processed and the plant had been overhauled. The paving operation on this project was not the prime reason for the overrun in time. The major reason that this project exceeded the specified work day allowance was due to improper prosecution of the other work involved. The crushing subcontractor set up twice on this project due to his late arrival in the fall of 1963. In order to decrease the haul distances between the crushing site and the stockpile site, the subcontractor delayed his operations so that a low water bridge could be placed across the river. Placement of base rock was not prosecuted expeditiously. The paving aggregates were stockpiled in an area with a flood frequency period of 2-3 years.

NOTED
F. B. KLABOE

The subcontractor was advised of the likelihood of further flooding prior to the time they moved onto the project and again in November of 1964.

This project was completed on August 5, 1965 at which time 229 work days had been charged. This is 69 work days beyond the number originally specified and amounts to $14,490.00 based on the penalty rate of $210.00 per work day.

We believe the grading and surfacing phase of the project was not prosecuted adequately and recommend that the contractor's request be denied. This is a Federal-aid Interstate project. This matter has been discussed with the Bureau of Public Roads' Area Engineer who indicates that they will concur in our recommendation.

A rough draft of a letter to the Oregon State Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
John A. Bond

John A. Bond
Staff Assistant

DES:jkk
Attach.

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6312 Contractor S. A. Hutchins & Associates Constr. Co. and McNutt and Sons, Inc.

Highway Pacific

Section Fairgrounds Road-Shady

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~GRANTED~~. The reasons for such recommendation are as follows:

No work days were charged during periods of high water nor during periods when the subcontractor was effecting repairs to flood damage.

Recommended for Approval:

John Quigley
Division Engineer

F. J. Boyd
for Construction Engineer or Bridge Engineer

J. B. Kilbore
State Highway Engineer

State Printing 37020

Contract No.	6312
Project designation	I-5-3(54)121 State-Federal
Date awarded	August 19, 1963
Work started	Sept. 7, 1963
Per cent completed	100% 8-5-65 Date
No. of Workdays Allowed	160
No. of Workdays Used	229
No. of Added Workdays Requested	0

E-320 (Rev.)--5M -5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 18, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 190 days, within which to complete our Contract No. 6312, without the assessment of liquidated damages. The said contract is described as follows:

Grading & Paving of the Fairgrounds Road - Shady Sec. of Pacific Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see the attached letter from Morse Bros., Inc. for explanation.

Respectfully submitted,

S. A. Hutchins and Associates Construction Co.
and McNutt and Sons, Inc.
Contractor

By Selman A. Hutchins

CONSENT OF SURETY

Date August 18, 1965

We, THE TRAVELERS INDEMNITY COMPANY, a Connecticut Corporation

of Hartford, Connecticut, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S.H. Melrose
Attorney-in-fact S.H. Melrose, Jr.

J.B.L.&K. Corporation (SEAL)
By: S.H. Melrose
Resident Agent

LEBANON SAND & GRAVEL CO. - MORSE BROS.

EAST GRANT STREET • PHONE 258-3111 • P. O. BOX 266
LEBANON, OREGON

READY MIX CONCRETE
ASPHALT PAVING

July 26, 1965

N. D. Limbocker
Resident Engineer
Oregon State Highway Dept.
1943 S.E. Stephens Street
Roseburg, Oregon

Re: OSHD Contract #6312

Dear Sir:

We hereby request your consideration for a time extension allowance on the Fairgrounds Road-Shady Section of Interstate 5.

As you are fully aware, we have encountered numerous unforseen problems since the winter shut down of last November.

The December flood which washed through the stockpiles and contaminated the Asphalt Aggregate has cost us several thousand dollars to re-run. The fact that we reprocessed the aggregate was not the entire solution, since it resulted in all of the fines being taken out causing us to add cottrell flour to the mix. This was an added expense not incuried in our production last fall. Also as a result of the flood and re-processing the aggregate we did not have sufficient material to complete the job and were forced to purchase and haul to the plant and jobsite aggregate to replace that used from the shoulder material stockpile.

Our Asphalt Plant, which was also subjected to the high water, was quite thoroughly overhauled to prevent any breakdown or delay. Even after this overhaul we encountered numerous breakdowns and delays which can be directly attributed to the flood damage.

The bridge provided to us by the prime contractor to be used in conjunction with the haul road was completely washed out during the flood and this caused us to haul over a route approximately 2 miles longer.

The total amount of loss in dollars and cents due to flood damage will never be known, however we know that it will be several thousand dollars. The cost of liquidating damages alone will exceed Ten Thousand dollars and we feel that at least 50% of

this can be attributed directly to delays caused by flood damage.

We realize that this delay certainly was not the fault of the State Highway Department, however, as we mentioned above, we do not feel that we should be obligated to absorb the entire amount of the liquidating damages. We feel that there should be some moral obligation on the part of the State Highway Department and the Bureau of Public Roads to give our request for a time extension someconsideration.

If there should be any additional information needed from us to substantiate this request, please call us at your earliest convenience.

Very truly yours,

MORSE BROS., INC.

F. W. Morse,
Sec.-Tres.

BB:mc

cc: McNutt & Sons - 1
S. A. Hutchins - 1

RECEIVED
NOV 3 - 1965
FOR FILING

November 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that remedial work was completed on October 28, 1965, on Contract No. 6314, Fairgrounds-Shady Section, in Douglas County, in connection with Federal-Aid Project Number I-5-3(54)164.

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

WH:bb
cc: Mr. H. S. Cox

RECEIVED
NOV 5 - 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

6212

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 2, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon I-5-3(54)121
Fairgrounds Road-Shady Section
Pacific Highway
State Force Work Order No. 6

This is to confirm our discussion with your office in which we have denied participation in patching the deck on the Oakland-Shady O'xing structure with epoxy grout.

In reviewing the information furnished we find this structure was completed under another project, I-5-3(59)121, and had been accepted as satisfactory, thus the corrective work is not applicable to this project.

We will therefore accept this project as complete with the raising of the guard rail and moving of the luminaire as previously discussed.

We have no objections in your placing of the epoxy patch if you consider it necessary.

Returned herewith are all copies of State Force Work Order No. 6 covering proposed work.

Attach.

REFERRED TO Young Wiencels.
ASST. STATE HWY. ENGR.
11-5-65

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 6

Project Name Fairgrounds Rd. - Shady Date 10-13, 19

Highway Pacific Contract No. 6312 F. A. Project No. I-5-3(54)121

County Douglas Prefix 610-1089 Account No. 262-06

Description of Work To Be Done:

To patch median area of existing R.C.D.G. structure with epoxy grout.

Location by Station Numbers:

L 2746+04 - 2748+00

Estimate of Quantities and Costs:

Labor	$500.00
Supplies	500.00
Equipment	500.00
Total	$1,500.00

Explanation:

Required by the Bureau of Public Roads as a condition of acceptance of this project. The existing two lane structure was widened to a 4 lane, under another contract, and the deck did not match. This work can be more conveniently performed by State forces at this time. No work has been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$936,419.29
Present estimate of project cost, including $1,500.00 for work under this order	$932,645.10
Expected under-run (amount)	$3,774.19
Expected under-run (per cent)	.4%

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. R. Chandler, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 12 1965
FOR FILING

Salem, Oregon
October 12, 1965

Contract No. 6312
Prefix 610-1089

Mr. K. D. Limbocker
Resident Highway Engineer

Please check Contract No. 6312, Fairgrounds Road-Shady Section in Douglas County for the following report needed to complete our records and for acceptance by the Highway Commission:

Third Notification. Estimated date was

August 5, 1965.

Final payment on the contract cannot be made until the information has been received. Please expedite if possible and in order.

Vince Gallagher
Contract Payments Engineer

cc: L. R. Chandler

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION		WEEK ENDING: Sept. 17, 1965
		SECTION PREFIX: 610-1089
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Fairgrounds Road-Shady	KIND OF WORK: Grading & Paving	
CONTRACTOR: S.A. Hutchins & McNutt & Sons	CONTRACT NUMBER: 6312	FEDERAL AID PROJECT NUMBER: I-5-3(54)121
DATE OF CONTRACT: Aug. 19, 1963	DATE WORK STARTED: Aug. 23, 1963	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 160	WORK DAYS USED: 229
	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 143
PROJECT AUTHORIZATION: $936,419.32		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $869,829.47	ENGINEERING AUTHORIZATION: $66,589.93	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $828,645.10	ENGINEERING COST TO DATE: $102,340.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN: 1.06 %	PERCENT OF AUTHORIZATION: 154 %	DATE PROJECT WAS COMPLETED: Aug. 5, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Fencing	Guard Rail
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.88	2.88			2.88
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.88	2.88			2.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)	284,500 cy	97,900 t			28,000 t
TOTAL QUANTITIES CORRECTED TO DATE	269,829 cy	92,595 t			22,875 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	269,829 cy	92,595 t			22,875 t
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Complete	Complete			Complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT			Structures Completed					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair		0	
TUESDAY	Fair		0	
WEDNESDAY	Fair		0	
THURSDAY	Fair		0	
FRIDAY	Fair		0	
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Working on Semi-final.
TUESDAY	Working on Semi-final.
WEDNESDAY	Working on Semi-final.
THURSDAY	Working on Semi-final.
FRIDAY	Working on Semi-final.
SATURDAY	

REMARKS

Semi-final submitted at the end of the week. Bridge median patching & painting of guard rail remain to be completed.

SIGNED R. D. Jones LOCATION Box 1128, Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Section Fairgrounds Road - Shady
Highway Pacific
Contract No. 6312
F.A. Proj. No. I-5-3 (54) 121

Contract Completed 100%

Engineering Expended 154%

PER CENT

100
80
60
40
20
0

TIME

Section	Fairgrounds Road - Shady
Highway	Pacific
Contract No.	6312
F.A. Proj. No.	I-5-3 (54) 121

Contract Completed ____ 100% ____

Engineering Expended ____ 154% ____

(2-17-65)

(2-17-65)

TIME

RECEIVED
SEP 16 1965
FOR FILING

FORM B-20X—20M—1-66 BP*18102-734

I-5 : (54) 121

6311

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1965

To: Mr. L. R. Chandler
Division Engineer
P. O. Box 1128
Roseburg, Oregon 97470

Attention: John Quiner

SUBJECT: Re Request for Time Extension
Fairgrounds Road-Shady Section
Pacific Highway
Contract No. 6312

Returned herewith is the subcontractor's request for an increase in the number of work days to complete the subject contract.

We have reviewed the request and concur in your recommendation that the subcontractor's request be denied. However, we cannot process this request further since the request was submitted by a subcontractor with whom we have no direct contract.

Please return the request to the subcontractor, but since this request has not been presented for Commission action, you should not indicate any indication approved or denied.

If the prime contractor, with whom we have a direct contract wishes to submit a request for a time extension in behalf of one of his subcontractors, we will be happy to process the request for Commission action.

F. D. Morgan
Construction Engineer

By J. Bond

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: F. B. Klaboe
L. H. Young

Form CO-121
(11-63)
(Pres. by
A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: 6312 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. M. D. Glenn

DATE: August 17, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(54)121
Fairgrounds Road-Shady Section
Pacific Highway
Compaction of Asphaltic Concrete Pavement

Mr. Glenn's letter of August 16, 1965 furnished the compaction results obtained from the various courses of bituminous surfacing on the subject project.

A summary of the test results shows that only 1 out of a total of 83 test cores failed to meet the specified minimum density of 92%. Therefore, we consider that the compaction of these materials is in substantial conformance with the specified requirements.

Mayer - Young



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 2-65

RECEIVED
AUG 17 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Asphaltic Concrete Compaction Results
Fairgrounds Road-Shady Section
Pacific Highway
Contract No. 6312

Dear Sir:

A brief summary of the compaction results of the asphaltic concrete on the above-named project is as follows:

Total Tests Taken	84	
Recore Tests	1	
Total No. Final Tests	83	Ave. % Compaction - 95.6
Plant-mixBituminous Base	30	Ave. % Compaction - 94.7
Base Course	20	Ave. % Compaction - 95.7
Top Course	33	Ave. % Compaction - 96.3
No. Tests below 92%	1	Per Cent Below 92% - 1.2
Plant-mix Bituminous Base	1	Per Cent Below 92% - 1.2

The compaction result on the one failing test was 90.7%. This was located on one of the off-ramps of the Garbage Dump Road Interchange at Station "Q_3" 2683+50 and was taken on the first lift of the plant-mix bituminous base. The result obtained on the final lift of plant-mix bituminous base at this same location was 92.9%.

The results indicate the per cent compaction obtained is substantially above the specified 92%.

Your acceptance of the results as showing substantial conformance with the compaction requirements is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By M. D. Glenn

M. D. Glenn
Field Testing Engineer

MDG:fp
cc F. B. Klaboe
L. H. Young

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1965
FOR FILING
6312

FORM E-30X—50M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1965

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

SUBJECT: Fairgrounds Rd.-Shady Section
Contract No. 6312
Winchester-S. Umpqua
Contract No. 6275

Attached hereto is a letter received from F. B. Klaboe, Assistant State Highway Engineer, requesting a full report, including crew size, on the status of the two subject-mentioned projects.

You were instructed by my letter of December 23, 1964 to take immediate steps to see that engineering cost is held to an absolute minimum. It is now necessary to complete this assignment and report on what action was taken.

Your report should be complete, factual and include statement of crew size during the past winter months and such action that was taken to keep cost to a minimum.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc F. B. Klaboe

RECEIVED
APR 16 1965
OFFICE OF
STATE ENGINEER

RECEIVED
NOV 5 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND

6312

STATE COPY
RECEIVED
P. R. OREGON DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 5, 1965, on Contract No. 6312, Fairgrounds-Shady Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(54)121.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 11-1-65

Conditions noted on above date:

All work completed as requested during final inspection of 8-13-65 with the exception of patching the median on the Oakland-Shady O'xing structure which has since been considered not applicable to this project. Project is considered as satisfactorily completed.

A. W. Parsons
Division Engineer

BY: ME Martin
M. E. Martin
District Engineer

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
By Asst. State Hwy. Engr.
RVR/jct
11-5-65

RECEIVED
JUN 22 1965

FOR FILING

I-5-3(54)121

6312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21, 1965

To: MEMO TO THE FILES

SUBJECT: Metal Guardrail Inspection
Material Delivered by Hawkins & Hawkins Co., Inc., Berkeley, California, for Slated OSHD and BPR Projects

On Wednesday, June 16, 1965, the following listed personnel held a field inspection and discussion of stockpiled metal guardrail which had been manufactured and delivered by the Hawkins-Hawkins Co., Inc. of Berkeley, California:

Jay Boyd - Assistant Division Engineer, OSHD
John Jenkins - Assistant Materials Engineer, OSHD
Ed Reif - Materials Inspector, OSHD
John Walker - Assistant Construction Engineer, OSHD
Cliff Christenson - Assistant Area Engineer, BPR
R. W. Nelson - Administrative Manager, Hawkins-Hawkins Co.
John Dys - Sales Manager, Hubbard & Co.
Joe Lyski - Inspector and Consultant, Hawkins-Hawkins Co.

The stockpiles of material inspected were located near Roseburg and Medford and the material was slated for use on the following projects:

CONTRACT NO.	PROJECT	CONTRACTOR
6490 - OSHD	Coyote Creek-Graves Creek	Grosbeck & Durbin
6501 - OSHD	Siskiyou Station-Calif. Line	Kiewit & Sons
6470 - OSHD	Graves Cr.-Jumpoff Joe Cr.	Kiewit & Sons
6358 - OSHD	Sutherlin-Winchester	Houck
6451 - OSHD	Roberts Mtn.-Myrtle Creek	Houck
6312 - OSHD	Fairgrounds Rd.-Shady	Hutchins & McNutt
7R-53 CPR - 8 - 1294 - BPR	Lake of the Woods	Warren Northwest Co.
7R-22 CPR - 8 - 1372 - BPR	McKenzie Bridge	Babler Bros.

Prior to the field inspection a check on Laboratory Tests of specimen samples indicated the metal and galvanizing conformed to the Oregon State Highway requirements. This inspection was made primarily due to a report of questionable workmanship and mainly on the appearance of the galvanizing.

Inspection of the stockpiled material at Roseburg was first made. Visual examination revealed the following:

1. Laboratory specimens tested for the required tests such as quality of metal and amount of galvanizing were probably representative of the delivered material.

2. The galvanizing on one edge for an average distance of 1 - 2 inches was thicker than required and in numerous cases was considered rough when compared to the rest of the panel. It had the appearance of having run and dripped, which action caused unevenness and in some cases bumps. There was some sheets where the apparent dripping caused sharp protrusions of zinc. There were some cases where the zinc coating had a blown appearance, or slag-like deposit which was in a semi-loose condition. This did not effect the main galvanized coating, but was on the outside portion.

3. A few non-coated minor areas were observed where chipping or some action similar was responsible.

4. A few end sections were bent, probably through handling and some intermediate dents or bends were observed.

The stockpiled material at Medford was inspected next. This metal guardrail to some extent carried the same things as observed at Roseburg, but was in much better condition. Hawkins-Hawkins representatives claimed they had somewhat revised their methods of galvanizing for this material.

The amount of guardrail inspected was considerable, estimated as being worth some $400,000.

After the inspection a discussion of the quality of the material was held and the outcome was as follows:

Due to the large quantity of material, it would be impractical to individually inspect each panel of the rail prior to erection to determine corrective measures or rejection. It is considered the obligation of the contractor and supplier to furnish

material which is considered suitable. Therefore, inspection by the State will be made after erection, but prior to painting. However, the contractor and supplier are to be advised that the following measures are to be taken for correction as they will form part of the basis for acceptance of the material. These corrective measures are as follows:

1. The rough edge portion of the rail is to be placed downward or at the bottom during erection.

2. All slag, sluff, loose or semi-loose material to be removed, as it may cause areas unsuitable for adhesion of paint.

3. Areas of chipping are to be painted with the approved zinc paint so no bare metal would be exposed.

4. Sharp protrusions are to be eliminated.

5. Bumps or other protrusions which might effect the proper joining and bolting of panels to a snug fit are to be eliminated.

6. Bent, dented or damaged areas are to be suitably corrected.

7. The above-stated corrective measures are to be made prior to painting and painting is not to be done until the Engineer has inspected the work and his approval to paint has been received.

It is not intended that the above requirements will in any way relieve the contractor from meeting the specifications as set forth in the contract agreement, but that they are made only to enforce said agreement.

It may be that some of the panels cannot be corrected to a suitable condition and in this case will be rejected.

John H. Walker
Assistant Construction Engineer

JHW:bjm

cc: F. B. Klaboe
A. W. Parsons - BPR
O. A. White
Ed Reif
L. R. Chandler
K. D. Limbocker
J. L. Hagedorn
Jack McCormack
R. A. Sandmann
G. E. Roberts
A. L. Chapman

RECEIVED
JUN 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 1965
SP*6470-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1965

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Fairgrounds Road-Shady Section
Contract No. 6312
Winchester-S. Umpqua River Section
Contract No. 6275
Douglas County

Herewith additional information requested in your assignment slip on this matter.

Fairgrounds Road-Shady Section, Contract No. 6312, shows 160 days allowed and 173 days used to April 30, Estimated date of completion June 15, 1965 and per cent complete at this time 70.5.

Winchester-South Umpqua River Section, Contract No. 6275, shows 175 days allowed and 172 days used to April 30. Estimated date of completion June 15, 1965 with 99 per cent complete.

Attached also are the graphs referred to by Mr. Limbocker. I trust this is information adequate for this assignment.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.

NOTED
F. B. KLABOE

RECEIVED
MAY 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1965
FOR FILING

FORM E-30 5OM 3-64 SP*6670-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Fairgrounds Road-Shady Section
Contract No. 6312
Winchester-S. Umpqua River Section
Contract No. 6275
Douglas County

In reply to your letter of April 13, 1965, I attach hereto copies of explanation letters on subject project excessive engineering expense.

Both projects overran basically due to lack of progress by the contractor.

Personnel on Limbocker's crew is as follows:

1	C.E. III
1	C.E. II
5	C.E. I
1	Tech II
6	Tech I
~~4~~ 18	Engineering Aides

In addition to the two projects listed above yet to finish, this crew is also assigned to the Canyonville-Bear Gulch Section of the Pacific Highway, project authorization of $4,325,805 and a completion date of September 30, 1966.

Both the Division Engineer and Resident Engineer have affirmed that they will keep engineering costs to a bare necessity on the subject-mentioned projects.

FDM:fp
Attach.
cc L. R. Chandler

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

RECEIVED
MAY 3 1965
STATE HIGHWAY ENGINEER

~~PLEASE RETURN TO~~
~~F. B. KLABOE~~

file returned to Morgan 5-14-65

RECEIVED
APR 2 1965

Form GPO 21
(11-63)
(Pres. by
A.G. 696-63)

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 31, 1965

In reply refer to: 08-35.4-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(54)121
Fairgrounds-Shady Section
Pacific Power & Light Company
Adjustment modification

Our October 15, 1963 memorandum approved the subject utility's agreement and authorization to proceed with the work was granted effective August 14, 1963.

The use of the contract method for a small portion of the work as detailed in Mr. Litchfield's March 19 and 26, 1965 letters, and attachments is satisfactory, as the company was not adequately staffed to do this work.

RECEIVED
APR 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original to file 21-1-15

RECEIVED
MAR 18 1965
FOR FILING

FILE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project [illegible]
Date FEB 26 1965 M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Fairgrounds Road-Shady — Date February 23, 19 65
Highway 6[illegible] Pacific — Contract No. 6312
County Douglas — Prefix 610-1089
Contractor S.A.Hutchins & Assoc.Const.Co.&McNutt & Sons Inc. — F. A. Project No. I-5-3(54)121
Address P.O. Box 190, Sutherlin, Oregon — Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

(1) To replace and process the base rock lost due to erosion. (2) To place riprap material in washouts caused by erosion, and (3) Salvage and reinstall Type 3 fence damaged by debris carrying highwater. The base rock material required for this project has been purchased by the State as excess material on this project.

Location by station numbers:

Throughout the project, especially "L" 2640 - 2690

Estimate of quantities and cost:

Labor	$3,000.00
Equipment Rental	6,000.00
Material	1,000.00
	$10,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This is a restoration of work completed and other damage outside of the normal contract work. All phases of the work relative to the work herein entailed have been substantially completed and continuance of this work at bid price would constitute a hardship upon the contractor. All work to be done in conformance with standard specifications. Equipment rental rates as per the State/AGC agreement. No work has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$936,419.29
Present estimate of project cost, including $10,000.00 for work under this order	$947,612.55
Expected under-run / over-run amount	$11,193.26
Expected under-run / over-run per cent	1.19

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy to Young 3-18-65

RECEIVED
JAN 28 1965
FOR FILE

Form D-108—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] of project [illegible] funds
Date [illegible] W.C. Martin Engineer
U.S. Bureau of Public Roads

APPROVED
LLOYD P. SHAW

Project Name Fairgrounds Rd.--Shady Date December 13, 1965

Highway Pacific Contract No. 6312

County Douglas Prefix 610-1089

Contractor S.A. Hutchins & Assoc. Const. Co. & McNutt & Sons, Inc. F. A. Project No. I-5-3(54)121

Address P. O. Box 190, Sutherlin, Oregon Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To perform all work necessary to correct the slides which have occurred during the recent storms at the locations shown below.* Riprap required for stabilizing the slides can be obtained from waste areas within the job limits. Equipment rental rates shall be in accordance with State/AGC agreement and percentages allowable to the contractor in accordance with the special provisions of this contract.

Location by station numbers: Throughout the project especially these stations
"L" 2667+00 Rt.
"L" 2704+80 Rt.
"L" 2707+25 Rt.

Estimate of quantities and cost:

Equip. Rental	$1,300.00
Labor	1,100.00
Materials	100.00
	$2,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The contractors equipment has been removed from the job.

It is especially necessary that the slide Rt. Sta. 2667 be corrected as soon as possible to prevent undermining of the property owners flower garden & concrete patio.*

This work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$936,419.29
Present estimate of project cost, including $2,500.00 for work under this order	$957,713.84
Expected under-run / over-run amount	$ 21,294.55
Expected under-run / over-run per cent	2.27

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved /s/ L. H. Young, Office Engineer

State Printing Copy To Young 1-28-65

RECEIVED
NOV 12 1964
Forest Protection

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fairgrounds Road-Shady — Date October 22, 1964

Highway Pacific — Contract No. 6312

County Douglas — Prefix 610-1089

Contractor S.A. Hutchins & Assoc. Constr. Co.&McNutt &Sons — F. A. Project No. I-5-3(54)121

Address P. O. Box 190, Sutherlin, Oregon — Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

To remove alligatored sections and other areas of failure in the existing pavement on this project prior to the overlay. The replacement patches are to be made under the contract provisions for "Patching" contained within the Asphaltic Concrete Section of the Special Provisions for this contract.

Location by station numbers:

Throughout the project.

Estimate of quantities and cost:

Equipment Rental	$ 800.00
Labor	700.00
Total	$1500.00

Net effect on the project is an increase of $1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to the relative small quantity involved and the distance between these areas. Force Account is the only equitable method of payment. All equipment rental rates will be as per the State/AGC agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 936,419.29
Present estimate of project cost, including $1,500.00 for work under this order	$ 948,262.88
Expected ~~under-run~~ over-run amount	$ 11,843.59
Expected ~~under-run~~ over-run per cent	1.26

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ John Quiner II — Asst. Division Engineer

Approved /s/ L. H. Young — ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing Copy To Young 11-13-64

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1964

6212

SUBJECT:

To: Mr. L. R. Chandler
Division Engineer
Roseburg, Oregon

A review of last weeks construction weekly reports from your division indicate that engineering charges on the following contracts are overrunning a considerable amount:

Project	% Complete	Allowed	Engineering Used	% Over
Winchester-S. Umpqua River	[illegible]	84,512	122,360	44.7
Fairgrounds Road-Shady	8[illegible]	66,690	73,300	10.1
Days Creek Bridge	9[illegible]	6,628	11,105	67.5
"Q" St.-McKenzie Hwy.	8[illegible]	28,930	49,500	71.1

Please take immediate steps to see that future charges are held to an absolute minimum, and provide this office with an explanation of the reasons for the excessive overruns.

F. D. Morgan
Construction Engineer

EAP:dc
cc: Lloyd P. Shaw

RECEIVED
OCT 7 - 1964
FOR FILING

6-12

Project Name Tangent-Willamette Rd.-Shady ... Date Oct. 16, 1964

Highway Oakland-Shady ... Contract No. 3716

County Douglas ... Profit 10-1-69

Contractor S. J. Hutchins & Assoc., Consulting Engineers ... F. A. Project No. I-5-1(54)121

Address P. O. Box 120, Sutherlin, Oregon ... Order No.

The following work is hereby classified as "Extra Work" to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To cut to a neat line and remove the excess Asphaltic Concrete located southerly of the undercrossing structure, near the Shady structure, on the Oakland-Shady Highway.

Equipment Rental rates as per the State/AGC agreement.

Location by station numbers:

Adjacent to "L" 274+27.55

Estimate of quantities and cost:

Equipment Rental	$950.00
Labor	.00
Total	$950.00

Net effect increase to project $950.00

Explanation: (Explain here the conditions which cause this work to be classified as "extra work") This is extra work with no applicable bid item. The only equitable method of payment is Force Account work. Work has not been started. Please expedite approval.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 936,429.00
Present estimate of project cost, including $ 950.00 for work under this order	$ 936,429.00
Expected [illegible] amount	$ 0.00
Expected [illegible] per cent	0.0

Submitted by: /s/ K. P. Limbocker
Resident Engineer

Approval Recommended: /s/ S. J. Dechen
Construction Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
Assistant State Highway Engineer
Office Engineer

State Printing Copy to Young 10-7-64

FILING

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Morgan

August 31, 1964

Original signed by
M. E. Martin
Dist. Engr.

08-35.4-08

A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
District Engineer

Oregon Project I-5-3(54)121
Fairgrounds Road-Shady Section
Pacific Highway

Reference is made to Assistant Engineer of Materials White's letter of August 25 requesting our concurrence in a modification to 1-1/2 percent of the contract provision requiring that a minimum 3 percent of the total weight of the asphaltic concrete pavement aggregates pass the No. 200 screen for the reason that the material, as produced, is deficient in the specified amount passing the No. 200 screen.

Mr. White submitted two test results of the material, one with, and the other without the use of a mineral filler to make up the deficiency in No. 200 material. One test indicates that an acceptable retained strength after soaking is obtained with 1-1/2 percent material passing the No. 200. The other test indicates that a higher retained strength after soaking is obtained with the addition of a mineral filler.

On the basis of the above test results, we do not consider that a modification of the specifications is either justified or desirable.

ATTESTED
LLOYD P. SHAW

RECEIVED
AUG 28 1964
FOR FILING

FORM E-30 8OM 12-59 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1964

6-12

SUBJECT: R/W File No. 18524-McLain
Fairgrounds-Shady Section
Pacific Highway

To: Mr. L. P. Shaw
Ass't. State Hwy. Engr.
BUILDING

L

As discussed with you some time back, I requested that Division III to fence the right-of-way line through the McLain property even though it cut off part of their patio and came extremely close to their house and to watch developments. For your information, I am attaching a copy of a letter from John Quiner regarding this matter.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:ra

Attach.

FORM E-5C 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 7, 1964

SUBJECT: R/W File No. 18524-McLain
Fairgrounds-Shady Section
Pacific Highway

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: D. J. Barbee

As per your instructions on the subject file, Mr. L. W. Riley, of the Right of Way Department, notified Mr. McLain that the right of way line would be fenced. Mr. McLain informed Mr. Riley that he was contacting his attorney and would turn it over to him.

By a copy of this letter I am instructing K. D. Limbocker, Resident Engineer, to proceed with fencing the right of way as indicated by the construction plans on the subject right of way file.

John Quiner II
Ass't. Division Engineer

JQII:lf

cc: K. D. Limbocker

Shows notified.
No action necessary.
We are to wait & see.
B.

CONSTRUCTION DIVISION
AUG 10 1964
B E

RECEIVED
JUL 6 1964
FOR FILING

Form E-13—64

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Drainwards Rd. - Sandy ..... Date June 16, 1964.

Highway Pacific ..... Contract No. 6312

County Douglas ..... Prefix 610-1069

Contractor E. L. Hutchins & Assoc. Constr. Co. & Malarkey & Sons ..... F. A. Project No. I-5-3(54)121

Address P. O. Box 190 Sutherlin, Oregon ..... Order No. 4 (supplemental #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To remove certain rock points that were not considered as necessary to be removed on the location plan. Completion of grading in this area shows these points to appear as a hazard due to their proximity to the edge of the future paved shoulder. The removal of said points constitutes a small quantity of material which will not economically justify the return of the contractors equipment at unit bid prices.

Equipment rental rates as per State-A.G.C. agreement.

Location by station numbers:

"L" 2641 to 2646+50

Estimate of quantities and cost:

Labor	$ 180.00
Equipment	1,320.00
Total	$ 1,500.00
Additional Requested Original E.O #4	1,100.00
Total	$ 2,600.00

Net effect increase to project $ 1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The rock area was increased to avoid leaving a short section of sub standard road bed section.

This work has been completed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of this order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 936,419.29
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 936,419.29
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: K. D. Limbocker
Resident Engineer

Approval Recommended: /s/ C. L. Decker Asst.
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. V. Rulien
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer.~~
~~Assistant State Highway Engineer.~~
Office Engineer.

State Printing original copy To Young 7-2-64

RECEIVED
JUN 4 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Fairgrounds Rd.-Shady Date May 13, 1964

Highway Pacific Contract No. 6312

County Douglas Prefix 610-1089

Contractor S.A.Hutchins & Assoc. Const.Co. & McNutt & Sons Inc. F. A. Project No. I-5-3(54)121

Address P. O. Box 190, Sutherlin, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

(1) To repair and/or replace the fence damaged by flood debris. (2) to clean up and dispose of flood debris deposited within the right of way and (3) to perform the necessary clearing to remove danger trees not contained within the cut area but adjacent to the new travel lanes.

Equipment rental rates as per State-AGC agreement.

Location by station numbers:
(1) "L" 2640 to "L" 2645 Left of center line
(2) "L" 2640 to "L" 2645 Left of center line
(3) As required, especially "L" 2655-"L" 2660

Estimate of quantities and cost:

Labor	$ 600.00
Equipment	300.00
Materials	100.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$936,419.29
Present estimate of project cost, including $1,000.00 for work under this order	$936,419.29
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

original copy To Young
6-4-64

RECEIVED
MAY 21 1964
FOR FILING

STATE COPY

Form E-206—6M

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
NOTICE Contingent upon ... action of ... Division
MAY 1 1964
U.S. Bureau of Public Roads
W E Martin
Div. Engineer

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

HP

Project Name Fairgrounds Rd.-Shady Date April 29, 1964

Highway Pacific Contract No. 6312

County Douglas Prefix 610-1089

Contractor S.A. Hutchins & Assoc. McNutt & Sons, Inc. F. A. Project No. I-5-3(54)121

Address P. C. Box 190, Sutherlin, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: To remove certain rock points that were not considered as necessary to be removed on the location plan. Completion of grading in this area shows these points to appear as a hazard due to their proximity to the edge of the future paved shoulder. The removal of said points constitutes a small quantity of material which will not economically justify the return of the contractor's equipment at unit bid prices.

Equipment rental rates as per State - A.G.C. agreement.

Location by station numbers: "L" 2643-2645

Estimate of quantities and cost:

Labor	$ 500.00
Equipment	400.00
Material	200.00
Total	$1,100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor has removed his drilling equipment and the small quantity of material does not justify return at unit bid prices.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 936,419.29
Present estimate of project cost, including $ 1,100.00 for work under this order	$ 936,419.29
Expected under-run / over-run amount	$ 0.0
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ K. D. Limbocker
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, XXXX

RECEIVED
MAR-16 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. March 10, 1964
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.8-DB Salem, Oregon

Oregon Project I-5-3(54)121
Fairgrounds Road-Shady Section, Pacific Highway
Order for State Force Work No. 4
Horizontal Drains

Reference is made to your letter dated March 6, 1964 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed as the contractor's work progresses and necessity arises, in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, drilling conditions to be encountered and delays occasioned by the contractor's grading operations would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract the work.

NOTED
LLOYD P. SHAW

original To Young with attach.
3-16-64

RECEIVED
MAR 9 - 1964
FOR FILING

arch 6, 1964

r. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
.alem , Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force wor No. 4, Account No. 234, covering horizontal drains on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County, Contract No. 6312, in connection with Federal-Aid Project No. I-5-3(54)121.

This work is necessary to stabilize and drain slide area.

The contractor is not equipped to do this work, the State has the necessary special equipment and crews available. The amount of the order and nature of the work makes it impractical to do the work by separate contract.

The total estimated amount of the order is $750 with Federal participation of $675.

This work was verbally recommended for approval by the BPR Area Engineer, March 3, 1964. Your approval as of that date under the provisions of PPM-6.3 on the basis of actual cost is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Enc.

Monthly transaction number	For. ..-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
		Project number I-5-3(54)121

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 1, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 912,251.00

Revised Federal funds $ 839,000.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27 day of February, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Loyd P. Stuart

Ass't. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(54)121

PAVING OUTSIDE ROAD-SHADY SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, February --, 1964

Type Code 6201
Roadway (Sta. 3621+40 to Sta. [illegible] 6+00) Contract 6314

Clearing and Grubbing	All req.		$ 28,000.00
Drainage Excavation, Unclass.	4,120 cu.yd.	$ 3.00	12,360.00
General Excavation, Unclass.	704,500 cu.yd.	0.80	327,600.00
Embankment Foundation Excavation, Unclass.	7,800 cu.yd.	0.[illegible]	2,[illegible]4.00
Short Overhaul	1,408,000 yd.sta.	0.01	14,080.00
Long Overhaul	1[illegible],000 C-yd.sta.	0.20	[illegible],300.00
Finishing Roadbed and Slopes	All Req.		6,305.00
Rounding Cutbanks	2,770 lin.ft.	0.[illegible]	554.00
Seeding	27 acre	120.00	[illegible],[illegible]60.00
Mulching	22 acre	150.00	3,300.00
Grass Seed, Creeping Red Fescue	270 lb.	0.55	148.50
Grass Seed, Chewings Fescue	200 lb.	0.55	110.00
Grass Seed, Perennial Ryegrass	80 lb.	0.50	40.00
Grass Seed, Newport Bluegrass	170 lb.	0.80	136.00
Dutch White Clover	80 lb.	0.[illegible]	72.00
Inorganic Fertilizer, 10-16-8	100 cwt.	6.1[illegible]	610.00
Loose Riprap	[illegible],500 cu.yd.	[illegible].75	[illegible]0,125.00
8-inch Culvert Pipe	60 lin.ft.	[illegible].25	135.00
18-inch Culvert Pipe	120 lin.ft.	4.50	540.00
12-inch Concrete Pipe	22 lin.ft.	3.00	66.00
18-inch Concrete Pipe	150 lin.ft.	4.50	675.00
24-inch Concrete Pipe	55 lin.ft.	7.00	385.00
36-inch Concrete Pipe	100 lin.ft.	11.00	1,100.00
18-inch Corrugated Steel Pipe	26 lin.ft.	5.50	143.00
24-inch Corrugated Steel Pipe	170 lin.ft.	6.50	1,105.00
60-inch Corrugated Steel Pipe	55 lin.ft.	30.00	1,650.00
72-inch Corrugated Steel Pipe	180 lin.ft.	42.00	7,560.00
6-inch Steel Drain Pipe	80 lin.ft.	2.00	160.00
6-inch Perforated Drain Pipe	350 lin.ft.	2.00	700.00
8-inch Perforated Metal Drain Pipe	250 lin.ft.	[illegible].[illegible]	687.50
Special Backfill in Drains	175 lin.ft.	[illegible].[illegible]	750.00
18-inch Culvert End Sections	8 only	[illegible].00	324.00
24-inch Culvert End Sections	4 only	[illegible].[illegible]	[illegible].00
Class "A" Concrete	[illegible]5 cu.yd.	[illegible].00	[illegible],[illegible]5.00
Metal Reinforcement	15,000 lb.	[illegible].[illegible]	[illegible],[illegible]5.00
Type 2 Fence	1[illegible]0 rod	[illegible].00	[illegible],[illegible]3.00
Salvage and Reinstall Type 1 Fence	260 rod	4.50	1,170.00

Salvage and Reinstall Type 3 Fence	70 rod	$ 12.50	$ 875.00
Salvage and Reinstall Guard Rail	2,900 lin.ft.	1.50	4,350.00
Guard Rail	7,660 lin.ft.	2.50	19,150.00
Median Barrier	13,000 lin.ft.	3.75	48,750.00
Rail End Pieces	10 only	4.00	40.00
Concrete End Pieces	1 only	200.00	200.00
Guide Posts, W-1	130 only	6.25	812.50
Guide Posts, Y-2	100 only	7.60	760.00
Guide Posts, Y-3	4 only	8.80	35.20
Coarse Crushed Material in Base	82,000 ton	1.25	102,500.00
3/4" - 0 Material in Base	9,100 ton	1.35	12,285.00
Sprinkling	2,280 M-gal.	2.50	5,700.00
Plant-Mix Bituminous Base	6,800 ton	4.50	30,600.00
Asphalt in Bituminous Base	290 ton	36.00	10,440.00
Asphaltic Concrete Mixture	28,000 ton	4.50	126,000.00
Asphalt in Mixture	1,420 ton	34.00	48,280.00
No-1 Asphalt	8 ton	50.00	400.00
			$812,222.70
Flagging (57 % of Contractor's Cost)	All Req.		$ 5,000.00
Salvage Sight Posts	All Req.		250.00
Salvage and Reinstall Cattle Guard	All Req.		1,500.00
Salvage Light Standards	All Req.		1,000.00
			$ 7,750.00
Utilities			
Work by Pacific Power & Light Co.	All Req.		$ 5,146.61
	Subtotal		$824,319.31
	10% Engr. & Cont.		87,931.69
	Total		$912,251.00

Length of Roadway - - - - - - - - - 2.619 Miles
Length of 1 Structure - - - - - - - 0.762 Mile Exceptions)
Total Length- - - - - - - - - - - - 3.381 Miles
Cost of Roadway Per Mile- - - - - $348,320.35

Federal Funds - - - - - - - - - - -

[illegible]

[illegible]

Estimated cost of work by the Pacific Power and Light Co.

Material	$1[illegible]3.00
Labor	4,1[illegible]5.00
Transportation	[illegible].00
Accounting, etc.	[illegible]
Salvage Credit	[illegible].00
	$11,0[illegible]

[illegible] [illegible]

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OCT 3 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

AMENDATORY TRANSACTION NO.

PROJECT REPORT NO.
6

FORM R-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: I-5-3(54)121

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 1.1 Mi. S. Roseburg to Shady

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-63	2.619
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 901,969.00	$ 829,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XXX A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

RECEIVED
OCT 3 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

AMENDMENT TRANSACTION NO. 1 — 10-22

FORM R-2 (REV. 6-61) — U.S. DEPARTMENT OF COMMERCE, BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: I-5-3(54)121

PROJECT REPORT NO.: 6

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 1.1 Mi. S. Roseburg to Shady

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-63	2.619
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 901,969.00	$ 829,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stow
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid
Project No. I-5-3(54)121

FAIRGROUNDS ROAD-SHADY SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1963

Type Code 6301
Roadway (Sta. 2623+00 to Sta. 2776+00)(Contract 6312)

Clearing and Grubbing	All Required		$ 26,000.00
Drainage Excavation, Unclassified	4,180 cu.yds.	$ 3.00	12,540.00
General Excavation, Unclassified	264,500 cu.yds.	0.60	287,400.00
Embankment Foundation Excavation, Unclassified	3,800 cu.yds.	0.73	2,774.00
Short Overhaul	1,200,000 yd.sta.	0.01	12,000.00
Long Overhaul	19,000 C-yd.sta.	0.40	7,600.00
Finishing Roadbed and Slopes	All Required		4,000.00
Rounding Cuts and Fills	2,970 lin.ft.	0.20	594.00
Seeding	23 acres	120.00	2,860.00
Mulching	22 acres	150.00	3,300.00
Grass Seed, Creeping Red Fescue	270 lbs.	0.55	148.50
Grass Seed, Chewings Fescue	200 lbs.	0.55	110.00
Grass Seed, Perennial Ryegrass	80 lbs.	0.50	40.00
Grass Seed, Hooper Bluegrass	120 lbs.	0.80	96.00
Dutch White Clover	80 lbs.	0.90	72.00
Inorganic Fertilizer, 10-16-8	100 cwt.	6.10	610.00
Loose Riprap	25,500 cu.yds.	2.75	70,125.00
8-inch Culvert Pipe	60 lin.ft.	2.25	135.00
18-inch Culvert Pipe	120 lin.ft.	4.50	540.00
12-inch Concrete Pipe	22 lin.ft.	3.00	66.00
18-inch Concrete Pipe	150 lin.ft.	4.50	675.00
24-inch Concrete Pipe	55 lin.ft.	7.00	385.00
36-inch Concrete Pipe	100 lin.ft.	11.00	1,100.00
18-inch Corrugated Steel Pipe	26 lin.ft.	5.50	143.00
24-inch Corrugated Steel Pipe	170 lin.ft.	6.50	1,105.00
60-inch Corrugated Steel Pipe	55 lin.ft.	30.00	1,650.00
72-inch Corrugated Steel Pipe	180 lin.ft.	42.00	7,560.00
6-inch Steel Drain Pipe	80 lin.ft.	2.00	160.00
6-inch Perforated Drain Pipe	350 lin.ft.	2.00	700.00
8-inch Perforated Metal Drain Pipe	250 lin.ft.	2.35	587.50
Special Backfill in Drains	125 lin.ft.	6.00	750.00
18-inch Culvert End Sections	8 only	48.00	384.00
24-inch Culvert End Sections	4 only	60.00	240.00

Class "A" Concrete	75	cu.yds.	$ 65.00	$ 4,875.00
Metal Reinforcement	15,000	lbs.	0.135	2,025.00
Type 2 Fence	320	rods	7.00	2,240.00
Salvage and Reinstall Type 2 Fence	260	rods	4.50	1,170.00
Salvage and Reinstall Type 3 Fence	70	rods	12.50	875.00
Salvage and Reinstall Guard Rail	2,900	lin.ft.	1.50	4,350.00
Guard Rail	7,660	lin.ft.	2.50	19,150.00
Median Barrier	13,000	lin.ft.	3.75	48,750.00
Rail End Pieces	10	only	4.00	40.00
Concrete End Pieces	1	only	200.00	200.00
Guide Posts, M-1	130	only	6.25	812.50
Guide Posts, M-2	100	only	7.60	760.00
Guide Posts, M-3	4	only	8.80	35.20
Concrete Crushed Material in Base	82,000	tons	1.25	102,500.00
1/4"-0 Material in Base	9,100	tons	1.35	12,285.00
Sprinkling	2,300	M-Gal.	2.50	5,700.00
Plant Mix Bituminous Base	6,800	tons	4.50	30,600.00
Asphalt in Bituminous Base	290	tons	36.00	10,440.00
Asphaltic Concrete Mixture	26,000	tons	4.50	126,000.00
Asphalt in Mixture	1,420	tons	34.00	48,280.00
Rd-1 Asphalt	8	tons	50.00	400.00
				$ 432,222.70

Planning (37½% of Contractors Cost)	All Required	$ 3,000.00
Salvage Sight Posts	All Required	250.00
Salvage and Reinstall Cattle Guard	All Required	1,500.00
Salvage Sight Standards	All Required	1,000.00
		$ 7,750.00
	Subtotal	$ 439,972.70
	10% Engr. & Cont.	53,996.30
	Total	$ 901,969.00

Length of Roadway - - - - - - - - - - - 3.419 miles
Length of 1 Structure - - - - - - - - 0.242 miles (Interchange)
Total Length - - - - - - - - - - - - - 3.661 miles
Cost of Roadway per Mile - - - - - - - $244,394.42

Federal Funds -	$ 829,000.00
State Funds -	72,969.00
	$ 901,969.00

Oregon State Highway Department -3- Federal Aid
Project No. I-5-3(54)121

State Funds for Const.: Chap. 175, Laws 1927; Chap. 31, Laws 1930;
Chap. 329, Laws 1937

State Funds for Maint.: Chap. 329, Laws 1937

Work Retained in P. S. & L. Rights

Description	Total Cost	Federal Funds	State Funds
Work by Pacific Power & Light Co.	$ 6,600.00	$ 6,000.00	$ 600.00
Work by Northern Union Tel. Co.	7,040.00	6,400.00	640.00
	$ 13,640.00	$12,400.00	$1,240.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(54)121

FAIRGROUNDS ROAD-ALADY SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 18, 1963

Type Code 6201
Roadway (Sta. 2623+90 to Sta. 2776+00)

Clearing and Grubbing	All Req.		$ 10,000.00
Drainage Excavation, Unclassified	4,180 cu.yd.	$ 3.00	12,540.00
General Excavation, Unclassified	284,500 cu.yd.	0.65	184,925.00
Embankment Foundation Excavation, Unclassified	3,800 cu.yd.	0.75	2,850.00
Short Overhaul	1,208,000 yd.sta.	0.01	12,080.00
Long Overhaul	19,000 C-yd.sta.	0.40	7,600.00
Finishing Roadbed and Slopes	All Req.		2,800.00
Rounding Cutbanks	2,970 lin.ft.	0.20	594.00
Seeding	22 acre	125.00	2,750.00
Mulching	22 acre	175.00	3,850.00
Grass Seed, Creeping Red Fescue	270 lb.	0.60	162.00
Grass Seed, Chewings Fescue	200 lb.	0.60	120.00
Grass Seed, Perennial Ryegrass	80 lb.	0.30	24.00
Grass Seed, Newport Bluegrass	120 lb.	0.80	96.00
Dutch White Clover	80 lb.	0.80	64.00
Inorganic Fertilizer, 10-16-8	100 cwt.	6.00	600.00
Loose Riprap	25,500 cu.yd.	2.75	70,125.00
8-inch Culvert Pipe	60 lin.ft.	2.00	120.00
18-inch Culvert Pipe	120 lin.ft.	5.00	600.00
12-inch Concrete Pipe	22 lin.ft.	2.50	55.00
18-inch Concrete Pipe	150 lin.ft.	4.50	675.00
24-inch Concrete Pipe	55 lin.ft.	6.00	330.00
36-inch Concrete Pipe	100 lin.ft.	10.00	1,000.00
18-inch Corrugated Steel Pipe	26 lin.ft.	5.00	130.00
24-inch Corrugated Steel Pipe	170 lin.ft.	7.50	1,275.00
60-inch Corrugated Steel Pipe	55 lin.ft.	33.00	1,815.00
72-inch Corrugated Steel Pipe	180 lin.ft.	42.50	7,650.00
6-inch Steel Drain Pipe	80 lin.ft.	2.00	160.00
6-inch Perforated Drain Pipe	350 lin.ft.	2.00	700.00
8-inch Perforated Metal	250 lin.ft.	2.50	625.00
Special Backfill in Drains	125 lin.ft.	6.00	750.00
18-inch Culvert End Sections	8 only	50.00	400.00
24-inch Culvert End Sections	4 only	65.00	260.00

Class "A" Concrete	75 cu.yd.	$ 60.00	$ 4,500.00
Metal Reinforcement	15,000 lb.	0.14	2,100.00
Type 2 Fence	320 rod	7.50	2,400.00
Salvage and Reinstall Type 2 Fence	260 rod	3.50	910.00
Salvage and Reinstall Type 3 Fence	70 rod	12.00	840.00
Salvage and Reinstall Guard Rail	2,900 lin.ft.	1.50	4,350.00
Guard Rail	7,660 lin.ft.	2.50	19,150.00
Median Barrier	13,000 lin.ft.	3.75	48,750.00
Rail End Pieces	10 only	4.50	45.00
Concrete End Pieces	1 only	150.00	150.00
Guide Posts, W-1	130 only	7.00	910.00
Guide Posts, Y-2	100 only	8.00	800.00
Guide Posts, Y-3	4 only	9.00	36.00
Coarse Crushed Material in Base	82,000 ton	2.25	184,500.00
3/4" - 0 Material in Base	9,100 ton	2.50	22,750.00
Sprinkling	2,280 M-gal.	3.00	6,840.00
Plant-Mix Bituminous Base	6,800 ton	5.00	34,000.00
Asphalt in Bituminous Base	290 ton	38.00	11,020.00
Asphaltic Concrete Mixture	28,000 ton	5.00	140,000.00
Asphalt in Mixture	1,420 ton	38.00	53,960.00
RS-1 Asphalt	8 ton	48.00	384.00
			$866,120.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 5,000.00
Salvage Sight Posts	All Req.		250.00
Salvage and Reinstall Cattle Guard	All Req.		1,500.00
Salvage Light Standards	All Req.		1,000.00
			$ 7,750.00
Utilities			
Work by Pacific Power & Light Co.	All Req.		$ 6,000.00
Work by Western Union Telegraph Co.	All Req.		6,400.00
			$ 12,400.00
	Subtotal		$886,270.00
	10% Engr. & Cont.		88,627.00
	Total		$974,897.00

Length of Roadway - - - - - - - -	2.619 Miles
Length of 1 Structure - - - - -	0.262 Mile (Exceptions)
Total Length- - - - - - - - - - -	2.881 Miles
Cost of Roadway Per Mile- - - -	$372,240.16

Federal Funds -	$896,000.00
State Funds -	78,897.00
	$974,897.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(54)121

FAIRGROUNDS ROAD-SHADY SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, July 17, 1963

Type Code 6201
Roadway (Sta. 2623+90 to Sta. 2776+00)

Clearing and Grubbing	All Required		$ 10,000.00
Drainage Excavation, Unclassified	4,180 cu.yds.	$ 3.00	12,540.00
General Excavation, Unclassified	284,500 cu.yds.	0.65	184,925.00
Embankment Foundation Excavation, Unclassified	3,800 cu.yds.	0.75	2,850.00
Short Overhaul	1,208,000 yd.stas.	0.01	12,080.00
Long Overhaul	19,000 C-yd.stas.	0.40	7,600.00
Finishing Roadbed and Slopes	All Required		2,800.00
Rounding Cutbanks	2,970 lin.ft.	0.20	594.00
Seeding	22 acres	125.00	2,750.00
Mulching	22 acres	175.00	3,850.00
Grass Seed, Creeping Red Fescue	270 lbs.	0.60	162.00
Grass Seed, Chewings Fescue	200 lbs.	0.60	120.00
Grass Seed, Perennial Ryegrass	80 lbs.	0.30	24.00
Grass Seed, Newport Bluegrass	120 lbs.	0.80	96.00
Dutch White Clover	80 lbs.	0.80	64.00
Inorganic Fertilizer, 10-16-8	100 cwt.	6.00	600.00
Loose Riprap	25,500 cu.yds.	2.75	70,125.00
8-inch Culvert Pipe	60 lin.ft.	2.00	120.00
18-inch Culvert Pipe	120 lin.ft.	5.00	600.00
12-inch Concrete Pipe	22 lin.ft.	2.50	55.00
18-inch Concrete Pipe	150 lin.ft.	4.50	675.00
24-inch Concrete Pipe	55 lin.ft.	6.00	330.00
36-inch Concrete Pipe	100 lin.ft.	10.00	1,000.00
18-inch Corrugated Steel Pipe	26 lin.ft.	5.00	130.00
24-inch Corrugated Steel Pipe	170 lin.ft.	7.50	1,275.00
60-inch Corrugated Steel Pipe	55 lin.ft.	33.00	1,815.00
72-inch Corrugated Steel Pipe	180 lin.ft.	42.50	7,650.00
6-inch Steel Drain Pipe	80 lin.ft.	2.00	160.00
6-inch Perforated Drain Pipe	350 lin.ft.	2.00	700.00
8-inch Perforated Metal Drain Pipe	250 lin.ft.	2.50	625.00
Special Backfill in Drains	125 lin.ft.	6.00	750.00
18-inch Culvert End Sections	8 only	50.00	400.00
24-inch Culvert End Sections	4 only	65.00	260.00

Class "A" Concrete	75	cu.yds.	$ 60.00	$ 4,500.00
Metal Reinforcement	15,000	lbs.	0.14	2,100.00
Type 2 Fence	320	rods	7.50	2,400.00
Salvage and Reinstall Type 2 Fence	260	rods	3.50	910.00
Salvage and Reinstall Type 3 Fence	70	rods	12.00	840.00
Salvage and Reinstall Guard Rail	2,900	lin.ft.	1.50	4,350.00
Guard Rail	7,660	lin.ft.	2.50	19,150.00
Median Barrier	13,000	lin.ft.	3.75	48,750.00
Rail End Pieces	10	only	4.50	45.00
Concrete End Pieces	1	only	150.00	150.00
Guide Posts, W-1	130	only	7.00	910.00
Guide Posts, Y-2	100	only	8.00	800.00
Guide Posts, Y-3	4	only	9.00	36.00
Coarse Crushed Material in Base	82,000	tons	2.25	184,500.00
3/4" - 0 Material in Base	9,100	tons	2.50	22,750.00
Sprinkling	2,280	M-gals.	3.00	6,840.00
Plant Mix Bituminous Base	6,800	tons	5.00	34,000.00
Asphalt in Bituminous Base	290	tons	38.00	11,020.00
Asphaltic Concrete Mixture	28,000	tons	5.00	140,000.00
Asphalt in Mixture	1,420	tons	38.00	53,960.00
RS-1 Asphalt	8	tons	48.00	384.00
				$866,120.00
Flagging (57½% of Contractor's Cost)	All Required			$ 5,000.00
Salvage Sight Posts	All Required			250.00
Salvage and Reinstall Cattle Guard	All Required			1,500.00
Salvage Light Standards	All Required			1,000.00
				$ 7,750.00
Utilities				
Work by Pacific Power & Light Co.	All Required			$ 6,000.00
	Subtotal			$879,870.00
	10% Engr. & Cont.			87,987.00
	Total			$967,857.00

Length of Roadway _ _ _ _ _ _ _ _ _ _ _ 2.619 Miles
Length of 1 Structure _ _ _ _ _ _ _ _ 0.262 Miles (Exceptions)
Total Length _ _ _ _ _ _ _ _ _ _ _ _ 2.881 Miles
Cost of Roadway Per Mile _ _ _ _ _ _ $369,552.11

Federal Funds _	$890,000.00
State Funds _	77,857.00
	$967,857.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(54)121

FALLCREEK ROAD-SHALY SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon July 15, 1963

Type Code (201
Roadway (sta. 2623+90 to sta. 2776+00)

Clearing and Grubbing	All Req.		$ 10,000.00
Drainage Excavation, Unclassified	4,180 cu.yds.	$ 3.00	12,540.00
General Excavation, Unclassified	284,500 cu.yds.	0.65	184,925.00
Embankment Foundation Excavation, Unclassified	3,800 cu.yds.	0.75	2,850.00
Short Overhaul	1,208,000 yd.stas.	0.01	12,080.00
Long Overhaul	19,000 C-yd.stas.	0.40	7,600.00
Finishing Roadbed and Slopes	All Req.		2,800.00
Rounding Cutbanks	2,970 lin.ft.	0.20	594.00
Seeding	22 acres	125.00	2,750.00
Mulching	22 acres	175.00	3,850.00
Grass Seed, Creeping Red Fescue	270 lbs.	0.60	162.00
Grass Seed, Chewings Fescue	200 lbs.	0.60	120.00
Grass Seed, Perennial Ryegrass	80 lbs.	0.30	24.00
Grass Seed, Newport Bluegrass	120 lbs	0.80	96.00
Dutch White Clover	80 lbs.	0.80	64.00
Inorganic Fertilizer, 10-16-8	100 cwt.	6.00	600.00
Loose Riprap	25,500 cu.yds.	2.75	70,125.00
8-inch Culvert Pipe	60 lin.ft.	2.00	120.00
18-inch Culvert Pipe	120 lin.ft.	5.00	600.00
12-inch Concrete Pipe	22 lin.ft.	2.50	55.00
18-inch Concrete Pipe	150 lin.ft.	4.50	675.00
24-inch Concrete Pipe	55 lin.ft.	6.00	330.00
36-inch Concrete Pipe	100 lin.ft.	10.00	1,000.00
18-inch Corrugated Steel Pipe	26 lin.ft.	5.00	130.00
24-inch Corrugated Steel Pipe	170 lin.ft.	7.50	1,275.00
60-inch Corrugated Steel Pipe	55 lin.ft.	33.00	1,815.00
72-inch Corrugated Steel Pipe	180 lin.ft.	42.50	7,650.00
6-inch Steel Drain Pipe	80 lin.ft.	2.00	160.00
6-inch Perforated Drain Pipe	350 lin.ft.	2.00	700.00
8-inch Perforated Metal Drain Pipe	250 lin.ft.	2.50	625.00

Special Backfill in Drains	125	lin.ft.	$ 6.00	$ 750.00
18-inch Culvert End Sections	8	only	50.00	400.00
24-inch Culvert End Sections	4	only	65.00	260.00
Class "A" Concrete	75	cu.yds.	60.00	4,500.00
Metal Reinforcement	15,000	lbs.	0.14	2,100.00
Type 2 Fence	320	rods	7.50	2,400.00
Salvage and Reinstall Type 2 Fence	260	rods	3.50	910.00
Salvage and Reinstall Type 3 Fence	70	rods	12.00	840.00
Salvage and Reinstall Guard Rail	2,900	lin.ft.	1.50	4,350.00
Guard Rail	7,660	lin.ft.	2.50	19,150.00
Median Barrier	13,000	lin.ft.	3.75	48,750.00
Rail End Pieces	10	only	4.50	45.00
Concrete End Pieces	1	only	150.00	150.00
Guide Posts, W-1	130	only	7.00	910.00
Guide Posts, Y-2	100	only	8.00	800.00
Guide Posts, Y-3	4	only	9.00	36.00
Coarse Crushed Material in Base	82,000	tons	2.25	184,500.00
3/4" - 0 Material in Base	9,100	tons	2.50	22,750.00
Sprinkling	2,280	M-gal.	3.00	6,840.00
Plant Mix Bituminous Base	6,800	tons	5.00	34,000.00
Asphalt in Bituminous Base	290	tons	38.00	11,020.00
Asphaltic Concrete Mixture	28,000	tons	5.00	140,000.00
Asphalt in Mixture	1,420	tons	38.00	53,960.00
RS-1 Asphalt	8	tons	48.00	384.00
				$866,120.00
Flagging (57½% of Contractor's Cost)	All Req.			$ 5,000.00
Salvage Sight Posts	All Req.			250.00
Salvage and Reinstall Cattle Guard	All Req.			1,500.00
				$ 6,750.00
Utilities				
Work by Pacific Power & Light Co.	All Req.			$ 6,000.00
			Subtotal	$878,870.00
			10% Engr. & Cont.	87,887.00
			Total	$966,757.00

Length of Roadway . . . . . .2.619 miles
Length of 1 Structure . . . . . .0.262 miles (Exceptions)
Total Length . . . . . 2.881 miles
Cost of Roadway Per Mile $369,132.11

Federal Funds - - -

RECEIVED
FEB 20 1964
FOR FILING

February 19, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 274 covering the revision of construction identification signs on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County, Contract No. 6312 in connection with Federal-Aid Project No. I-5-3(54)121.

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $40.00 with Federal participation of $36.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
FEB 18 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, VICE CHAIRMAN
WALDPORT
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
6 12

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Revised Estimate for Modification
of Progress Agreement
Fairgrounds Rd.-Shady Section
Pacific Highway - Douglas County
Project No. I-5-3(54)121
Contract No. 6312

Dear Sir:

This is in reply to your letter of February 5, 1964, a copy of which is attached, in which you asked for clarification of the following items:

(1) Disposition of Western Union Telegraph Company conflict on the above project. This line is actually in conflict with the structure which is under a separate contract. It is our understanding money for this adjustment has been transferred to Project I-5-3(50)121. Verbal approval to proceed with the adjustment was received from your office effective January 31, 1964.

(2) Plan I and Plan II as transmitted by the utility's letter of September 18, 1963 was submitted to your office on October 10, 1963. Your letter of October 15, 1963 gave formal approval of Plan I. A copy of this letter, dated October 15, 1963, is attached for your convenience.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjm

Attachments

cc: L. P. Shaw
L. H. Young
I. D. Merchant
C. H. Maison

RECEIVED
FEB 14 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1964
FOR FILING

February 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County, Contract No. 6312 in connection with Federal-Aid Project No. I-5-3(54)121.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the special provisions but was not an anticipated item of the contract.

This work was verbally recommended for approval by the BPR Area Engineer February 6, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
FEB 10 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 5, 1964

Original signed by
A. W. Parsons

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

Oregon Project I-5-3(54)121
Fairgrounds Road-Shady Section
Revision to Project Agreement

Reference is to Mr. L. H. Young's letter of February 4, 1964 submitting a Revised Estimate for modification of Project Agreement. The basis for the revision was to include all work retained in P.S. & E. status.

We will defer processing this submission until the following has been clarified:

1. The estimate used as the basis for preparing the Project Agreement retained in P.S. & E. status work to be done by Pacific Power & Light Co., and Western Union Company. The revised estimate covers work to be done by Pacific Power & Light Co. only. Are we to assume that work to be done by Western Union Company will not be required or that Federal participation will not be requested if it is done?

2. Our memorandum of August 21, 1963 confirmed verbal approval to proceed with the adjustment of the Pacific Power & Light Co. adjustment as of August 14, 1963. It was further stipulated that "reimbursement is subject to our review and approval of the agreement including the plan and estimate to be submitted therewith". To date we have not received the agreement, plan or cost estimate for review and approval.

original To Young
2-10-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 20 1964
FORM E-20X 50M 3-63 49606
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1964

To: Mr. L. R. Chandler
Division Engineer
State Highway Department
P. O. Box 1128
Roseburg, Oregon

Attention: Mr. L. W. Rulien

SUBJECT: Illumination Revision
Fairgrounds-Shady Section
Pacific Highway
Contract No. 6312

In our recent conversations regarding a policy on illumination of interchanges located in what could be classed as a rural area, the Shady Interchange plan was discussed as a case in point.

A review of the plans shows this to be essentially a revision of an existing system. Also, it is recalled that lighting presently in place extends for some distance southerly from the interchange area.

I believe it was your intent to open for discussion a policy on illumination for interchanges in rural areas where none exist at the present, their actual value from a safety standpoint, and the possibility of generating requests for illumination at all interchanges. The Shady Interchange is not considered to be in this category.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

GLD:fp
cc Lloyd Shaw

JAN 31 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 1964

FOR FILING

6312

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

December 31, 1963

SUBJECT: Illumination Revision
Shady Interchange
Fairgrounds Road-Shady Section
Pacific Hwy. - Contract No. 6312

To: Frank Morgan
Construction Engineer
OFFICE

There are attached plans showing proposed illumination revision at the Shady Interchange on the Pacific Highway. This work is to be done as a part of the Fairgrounds Road-Shady Section Grading and Paving Project, Contract No. 6312. Provision is made in the specifications for this to be done as an extra work item.

Will you please arrange for the revisions to be made.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
Attachments
cc: Tom Edwards

NOTED
TOM EDWARDS
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

November 19, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-3(34)121
Fairgrounds-Shady Section
Right-of-Way

Returned herewith are the approved right-of-way plans for project agreement of the subject project. This office authorized the acquisition of right-of-way on November 28, 1962. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

This approval is based upon the following:

(1) Your assurance to enforce the necessary controls as stated in State Right of Way Engineer Walter Wright's November 15, 1963, letter pertaining to the radial ground field owned by the Umpqua Broadcasters, Inc., File No. 18513.

(2) The State has access control along the South Umpqua River from stations 2645 to 2685± inclusively although it is not indicated on the map.

The project agreement will be forwarded for your approval under separate cover.

Encl.

NOTED
LLOYD P. SHAW

OFFICE OF
STATE HIGHWAY ENGINEER

original To Young with attach
11-21-63

RECEIVED
NOV 21 1963
FOR FILING
6312

477 Cottage Street N.E.
Salem, Oregon 97301

November 19, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-3(34)121
Fairgrounds-Shady Section
Right-of-Way

Returned herewith are the approved right-of-way plans for project agreement of the subject project. This office authorized the acquisition of right-of-way on November 28, 1962. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

This approval is based upon the following:

(1) Your assurance to enforce the necessary controls as stated in State Right of Way Engineer Walter Wright's November 15, 1963, letter pertaining to the radial ground field owned by the Umpqua Broadcasters, Inc., File No. 18513.

(2) The State has access control along the South Umpqua River from stations 2645 to 2685± inclusively although it is not indicated on the map.

The project agreement will be forwarded for your approval under separate cover.

Encl.

NOTED
LLOYD P. SHAW

RECEIVED
NOV 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young with attach.
11-21-63

RECEIVED
OCT 28 1963
FOR FILING

6312

October 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the salvage and reconstruction of cattle guard on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County, Contract No. 6312 in connection with Federal-Aid Project No. I-5-3(54)121.

This work is shown in the contract and on the plans to be paid as extru work.

This work was verbally approved by the BPR District Engineer October 21, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
OCT 25 1963
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
I-3-2 (cd) 12
6312

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 18, 1963

McNutt and Sons, Inc.
General Contractors
P.O. Box 246
Springfield, Oregon

Re: Assignment of
Contract No. 6312

Attention: Mr. John B. McNutt

Gentlemen:

You called Mr. Frank McKinney this morning concerning assignment of the subject contract. We were unable to contact you by phone this afternoon. The assignment is being held up until the copies of the contract are returned to the State Highway Commission Secretary in accordance with his request that they be executed in corporate form.

As soon as we have received the contract copies, signed as requested, we will expedite the preparation of the assignment instrument. As yet we have not received any correspondence from Hutchins and Associates concerning the assignment.

Very truly yours,

L. T. LINDAS
Chief Counsel

By
JOHN B. BOYD
Staff Attorney

JBB:jw
cc: L. T. Lindas
F. C. McKinney
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
OCT 22 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
08-35.2-DB Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-3(54)121
Fairgrounds Rd.-Shady Section
Pacific Power & Light Company
Utility Adjustment

Our memorandum dated July 22, 1963 approved the P. S. & E documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate. Our August 21, 1963 memorandum confirmed our verbal authorization to proceed with the subject adjustment effective August 14, 1963 subject to our review of complete information on the proposal.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 12, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated September 18, 1963, as well as "Plan I" and estimate furnished therewith, as modified by Mr. Litchfield's letter dated October 10, 1963.

Our program memorandum dated July 17, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
OCT 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young 10-18-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 22 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 14, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engr.

A. W. Parsons, Division Engineer
08-35.7 Salem, Oregon

Oregon Project I-5-3(54)121
Fairground Road-Shady Section
Radio Tower Radial Ground Field Encroachment

Previous submissions have been received by your department requesting permission to allow an encroachment of a private facility to remain on the right-of-way. This encroachment is a radial ground field owned by the Umpqua Broadcasters, Inc. Your requests were forwarded to the Administrator with our recommendations for approval.

It is believed that it would be in the public interest to allow the encroachment to remain. However, to eliminate all possibilities of damages as a result of this encroachment the following conditions should be met:

1. The area of ground wire occupancy will not be increased.

2. Whenever reinstallation becomes necessary for any cause, in particular because of damage from any surface operations, the depth of installation shall be such as to minimize the possibility of recurring damage.

3. Cutting of the surfaces of the highway or shoulders will not be permitted, nor will slowing, blocking, or detouring of traffic in connection with any repairs or reinstallation. If reinstallation under the roadbeds becomes necessary, it shall be done by other methods acceptable to the Bureau.

4. There will be no access between the Umpqua Broadcasters, Inc. property and the right-of-way.

5. Assurance shall be given by the State as to its agreement with, and authority to require and enforce, the above controls.

Assurance that the above controls will be enforced must be received prior to our approval.

NOTED
LLOYD P. SHAW

RECEIVED
OCT 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Ichright
BE Young
10-18-63

RECEIVED
OCT 18 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

L. F. SHAW

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Power Line Adjustment
Stations 2698 to 2760
Pacific Power and Light Company
Fairgrounds Rd.-Shady Section
Pacific Highway - Douglas County
Project No. I-5-3(54)121
Contract No. 6312

Dear Sir:

Please refer to our letter of August 15, 1963, concerning this subject.

Attached are two copies each of estimates and sketch maps of Plan I and Plan II.

It was originally agreed that the State would reimburse the company 100% of the move shown in Plan I from pole 19/19 to pole 8/20. As noted in the abovementioned letter, this was discussed between Messrs. Preston and Martin on August 14, 1963, and it was decided Plan I was the most desirable. Approval to proceed with the work was obtained as of that date, subject to further review of comparative costs of Plans I and II. You will remember in the above discussion it was pointed out that it was not possible to angle the relocated line from poles 8/20 to 2/21 as this would cause the lines to be too close to the commercial building. The alignment as shown on sketch I removed this objection, but added one extra pole not shown in our Staff Attorney's letter of August 12, 1963. This pole is located on public road right of way and accounts for the total of 18 poles. The percent of reimbursement is then determined for the total move 12/18 or 2/3rds of cost of relocation.

Referring to the power company's letter of August 12, 1962, a copy of which is attached, the poles numbered 19/19, 2/20, and 4/20 are located on private property, do not move, but require extensive work on them and, thus, should be counted in the State's cost. The power company has been given authority to proceed with Plan I, as mentioned earlier, and inadvertently neglected to include these poles in their percentage. The correction has been made in this office.

As can be seen by the company's estimates, Plan I is less expensive; however, the undesirable feature of Plan II -- installing either three guys anchored 45 feet within the access control line or three guy poles on the easterly side of the highway right of way with span guys across the freeway -- would justify Plan I without this difference in construction cost.

Your formal approval of Plan I and authorization to proceed as of August 14, 1963, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachment

cc: L. P. Shaw
L. H. Young
C. H. Maison
J. W. Nash
L. R. Chandler
O. B. Jackmond
P. R. Barnhart

RECEIVED
OCT 14 1963
R

RECEIVED
OCT 9 1963
FOR FILING

October 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Fairgrounds Road-Shady Section of the Pacific Highway in Douglas County, Contract No. 6312 in connection with Federal-Aid Project Number I-5-3(54)121.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
OCT 1 1963
FOR FILING

September 30, 1963

S. A. Hutchins & Associates Const. Co., &
McNutt & Sons, Inc.,
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

We are returning the two executed copies of contract #6312 awarded to you on August 19, 1963, for grading-paving the Fairgrounds Road-Shady Section of Pacific Highway in Douglas County.

As both of your companies are corporations, we need the corporate seal for each of your companies stamped on the signature pages of both the Contract and Bond Sections (pages 7 and 9). Also, we need the signature of the Secretary for each firm as the contract is set up that way.

> "If the contractor is a corporation, the "Contract" and the "Bond" must be signed by the President and the Secretary of the corporation, unless other officers are authorized to execute contracts and bonds on behalf of the corporation, in which case a certified copy of the by-laws or minutes of the corporation, showing the authority of such other officers to execute the contract and bond for the corporation, must be furnished the State Highway Commission".

Will you please take care of this matter at your earliest convenience and thank you. It will be necessary to fully execute the contract as it was awarded, even though a request has been made to assign McNutt & Sons, Inc., portion to S. A. Hutchins & Associates.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

DC

RECEIVED
OCT 10 1963
FOR FILING

J. E. B.
L. & K.

RECEIVED
BY DEPUTY STATE HIGHWAY ENGINEER

PARTNERS EMERITUS
Charles S. Barton
J. Stuart Leavy

PARTNERS
Harry Hollister
Addison P. Knapp
William B. Johnson
Gifford E. Bass
William W. Jewett
Ralph D. Floberg
H. Hallock Bartlett
Thomas J. Fohl
Thomas K. Sammons
Peter R. Smith
Robert G. Bowden

ASSOCIATES
William H. Barton
Joe Battaglia
Clifford L. Becler
John B. Charlton
Donald G. Drais
Dean L. Jones
David A. Lewis
Howard H. Metcalf
Clarke P. Miller
William A. Missfeldt
Warren B. Richey

LLOYD'S AGENCY

JEWETT, BARTON, LEAVY & KERN

AGENTS, BROKERS AND AVERAGE ADJUSTERS

Professionalized Insurance Service Since 1870

LEWIS BLDG.—333 S. W. OAK • PORTLAND, OREGON 97204 • CABLE ADDRESS: HEWETT, PORTLAND • CAPITOL 2-1831

REFERRED TO
Joint Venture - for your info
BY SECRETARY

September 27, 1963

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Oregon State Highway Project let August 13, 1963
Fairgrounds Road-Shady Section

Gentlemen:

The Joint Venture of S. A. Hutchins and Associates and McNutt & Sons, Inc. have requested your permission to assign their contract to S. A. Hutchins & Associates.

Our bond for the joint venture has not yet been filed with you. We would be willing to issue in The Travelers Indemnity Company a bond for the project on behalf of S. A. Hutchins & Associates, or consent on behalf of the Travelers Indemnity Company to the assignment.

93 years

Very truly yours,

JEWETT, BARTON, LEAVY & KERN.

David A. Lewis

Barton

NOTED
LLOYD P. SHAW

DAL:hp
cc - McNutt & Sons, Inc.
cc - S. A. Hutchins & Associates
cc - The Travelers Indemnity Co. - S.F.

NOTED
FLOYD QUERY

This matter should be discussed at Commission presentation to Highway Commission

RECEIVED
1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 2 1963
FOR FILING

PARTNERS EMERITUS
Charles S. Barton
J. Stuart Leavy

PARTNERS
Harry Hollister
Addison P. Knapp
William B. Johnson
Gifford E. Bass
William W. Jewett
Ralph D. Floberg
H. Hallock Bartlett
Thomas J. Fohl
Thomas K. Sammons
Peter R. Smith
Robert G. Bowden

ASSOCIATES
William H. Barton
Joe Battaglia
Clifford L. Becler
John B. Charlton
Donald G. Drais
Dean L. Jones
David A. Lewis
Howard H. Metcalf
Clarke P. Miller
William A. Missfeldt
Warren B. Richey

JEWETT, BARTON, LEAVY & KERN
Professionalized Insurance Service Since 1870
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AGENTS, BROKERS AND AVERAGE ADJUSTERS
LEWIS BLDG.—333 S. W. OAK • PORTLAND, OREGON 97204 • CABLE ADDRESS: HEWETT, PORTLAND • CAPITOL 2-1831

September 27, 1963

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Floyd Query, Secretary

Re: Oregon State Highway Project let August 13, 1963
Fairgrounds Road-Shady Section

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Very truly yours,

JEWETT, BARTON, LEAVY & KERN

David A. Lewis

DAL:hp
cc - McNutt & Sons, Inc.
cc - S. A. Hutchins & Associates
cc - The Travelers Indemnity Co. - S.F.

NOTED
FLOYD QUERY

Copy to Cooper

RECEIVED
SEP 30 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 3 1963
FOR FILING

August 30, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 8, 1963, on Contract No. 6312, Fairgrounds-Shady Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(54)121.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Enc.

RECEIVED
SEP 9 1963
FORM E-123X 50M 9-63
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Mr. Porter

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 29, 1963

Fairgrounds-Shady Section
Pacific Highway
Douglas County

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

This is in reply to your August 19 letter concerning the question of a finding in the public interest of an encroachment on the Fairgrounds Road-Shady Section.

Construction of this project will not interfere with the underground radio tower radial system, as grading work will be accomplished without excavation through the area occupied by the radio tower facility. The supporting information furnished your office by Mr. Wright's letter of October 11, 1961, is still applicable.

Very truly yours,

L. I. Lindas
Chief Counsel

By

D. H. Moehring
Assistant Right of Way Engineer

NOTED
R. L. PORTER

DHM:jjm

cc R. L. Porter
L. H. Young
L. I. Lindas

RECEIVED
SEP 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 1963
FOR FILING
RESIDENCE
OR 2-1592
6212

S. A. Hutchins and Associates
CONSTRUCTION CO.
P. O. Box 190
U. S. 99 Freeway at 225 Junction
SUTHERLIN, OREGON

PHONE:
ROSEBURG OR 2-4881
SUTHERLIN 2244

August 29, 1963

R. G. Savage, Director
Employer Coverage Division
State Industrial Accident Commission
Salem 10, Oregon

Dear Mr. Savage:

Your letter of August 28, 1963, was received regarding the pending number for S. A. Hutchins and Associates Construction Co. and McNutt and Sons, Inc.

All the payrolls for this job will be handled by S. A. Hutchins and Associates Construction Co. McNutt and Sons, Inc. are only a limited joint venture as per the enclosed photostat of the agreement and will be handled as a subcontract, as they are only liable for the amount of work they perform and do not take any part whatsoever in the balance of the contract.

While the job was bid as a joint venture, it was not intended that McNutt and Sons, Inc. would participate in any other way except as per the enclosed limited joint venture agreement as mentioned above.

Trusting this will explain the situation to you, we are

Yours very truly,

C. R. Brittain
Secretary-Treasurer

NOTED
FLOYD QUERY

CRB/djk
Enc.
cc: Floyd Query, Secretary
Oregon State H/W Dept.
Salem 10, Oregon

RECEIVED
AUG 30 1963
OREGON
STATE HIGHWAY COMMISSION

JOINT VENTURE AGREEMENT

We hereby submit our proposal for a limited joint venture on the Oregon State Highway Project in Douglas County, Pacific Highway, Fairgrounds Road-Shady Section for grading and paving, to be bid August 13, 1963.

Selmar A. Hutchins & Associates Construction Company, of Sutherlin, Oregon to bond, finance and be responsible for the performance of all items of the project except the following:

These items McNutt & Sons, Inc. of Springfield, Oregon will bond, finance and complete at the following prices:

Item 31.	Special Backfill in Drains	125 cu. yds	$3.00	$ 375.00
" 47.	Coarse Crushed Material in Base	82000 Tons	$1.15	$94,300.00
" 48.	3/4" - 0 Material in Base	9100 Tons	$1.20	$10,920.00
" 49.	Sprinkling (for the units McNutt & Sons haul- per State Highway tickets)	M-Gals	$2.00	
" 50.	Plant-Mix Bituminous Base (In stock pile on west side of River-oil portion of this item to be included in Hutchin's items)	6 0 Tons	$1.60	$10,880.00
" 52.	Asphaltic Concrete Mixture (In stock pile on west side of River- oil portion of this item to be included in Hutchin's items)	28 00 Tons	$1.60	$44,800.00

Hutchins to furnish at no cost to McNutt all off highway right of way permits and easements for hauling and stockpiling aggregate private property. McNutt to take care of haul road cost.

If the off highway haul is not provided, the following price will be used by Hutchins in submitting the Joint Venture Bid proposal.

JOINT VENTURE AGREEMENT (continued)

Item 47.	Coarse Crushed Material in Base	82,000 tons	$1.58	$129,560.00
" 48.	3/4" - 0 Material in Base	9,100 tons	$1.68	$ 15,288.00
" 49.	Sprinkling (for the units McNutt & Sons haul- per State Highway tickets)	M-Gals	$2.00	
" 50.	Plant-Mix Bituminous Base (In stock pile at gravel bar site-oil portion of this item to be included in Hutchin's items)	6,800 tons	$1.60	$ 10,880.00
" 52.	Asphaltic Concrete Mixture (In stock pile at gravel bar site-oil portion of this item to be included in Hutchin's items)	28,000 tons	$1.60	$ 44,800.00

This joint venture entered into this 13th day of August, 1963.

SELMAR A. HUTCHINS & ASSOCIATED CONSTRUCTION CO.

By Selmar A. Hutchins

McNUTT & SONS, INC.

By John B McNutt
President

RECEIVED
AUG 27 1963.
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 21, 1963

By:

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

08-35.0

Oregon Project I-5-3(54)121
Fairgrounds Road-Shady Section
Pacific Power and Light Company Utility Adjustment

Mr. Litchfield's August 15, 1963 letter transmitted sketches and descriptions of Plans I and II for the adjustment of the above-mentioned utility.

This will confirm our verbal approval, on August 14, 1963, to proceed with the adjustment in accordance with Plan I.

Reimbursement is subject to our review and approval of the agreement including the plan and estimate to be submitted therewith.

original To Young
cc Litchfield
8-27-63

NOTED
LLOYD P. SHAW

RECEIVED
AUG 20 1963
COMMISSIONERS
FOR FILING

GLENN [illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20, 1963

S. A. Hutchins & Assoc. Const., &
Herbert & Sons, Inc.,
P. O. Box 198
Sutherlin, Oregon

Gentlemen:

The State Highway Commission on August 19, 1963, awarded to you State Highway Contract No. 6312 for the following project:

Grading-paving on the Fairgrounds Road-Shady Section of Pacific Highway in Douglas County.

This award was based on your low bid of $812,222.70 which was submitted to the Commission on August 13, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SHAC)

RECEIVED
AUG 27 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

6312

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 19, 1963

Original signed by
T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-3(54)121
Fairgrounds Road-Shady Section
Grading and paving

As requested in Mr. Young's letter of August 14, 1963 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6312 to S. A. Hutchins & Assoc. and McNutt & Sons, Inc. of Sutherlin, Oregon, low bidder in the amount of $812,222.70 at the August 13, 1963 bid opening.

Mr. Litchfield's August 14, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our July 22, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

You are again reminded that a ground field for a radio tower exists within the right-of-way at the northerly terminus of the project. Mr. Wright's October 11, 1961 letter will be forwarded with a recommendation for a favorable determination by the Administrator that such use is in the public interest upon receipt of your advice that the supporting information furnished therewith is still applicable.

original To C/Young
cc Litchfield
Wright
8-27-63

NOTED
LLOYD P. SHAW

RECEIVED
AUG 19 1963
FORM 6-123X 50M 2-63

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6212

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 15, 1963

Mr. Al H. May
County Engineer
Douglas County Road Department
Room 219 Court House
Roseburg, Oregon

RE: Fairgrounds Road-Shady Section
Pacific Highway
Douglas County

Dear Sir:

Your requests made under letter of August 2 to Mr. H. S. Cox have been studied with the following results:

Your proposed connection of Carnes Road to the Oakland-Shady Highway at the North Shady Interchange (Exhibit "A") is entirely acceptable to the Highway Department but could not be built with Interstate funds. If you wish to construct this connection with county funds, we have no objections.

Enclosed is a sketch showing a possible treatment to the intersection of Carnes Road with Highway 99 (Exhibit "B"). The plan as shown on said sketch would be acceptable providing the access connection to Carnes Road through the proposed new radius turn is moved out of the radius.

If you will prepare an estimate of cost for this improvement we will be glad to present it to the Highway Commission for possible cooperative effort on our part along with your reconstruction of Carnes Road.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Enc.
DNS:jp:fp
cc Lloyd Shaw
H. S. Cox

RECEIVED
AUG 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

NOTED
JOHN D. GRAHAM

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219 Court House
ROSEBURG, OREGON

RECEIVED
AUG - 5 1963
ENGINEER
COUNTY & CITY DIVISION

August 2, 1963

H. S. Cox
City & County Relations Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Herewith are map sheets marked in red "Exhibit A" and "Exhibit B".

"Exhibit A" is sheet No. 7, Drawing No. 7V-17-2.9 showing Interstate No. 5 proposed layout at Shady Interchange in Sec. 2, T 28 S, R 6 W, W.M., Douglas County, Oregon. We have sketched in red a 100 foot radius curve connecting Carnes Road No. 16 (Green Road) to Oakland-Shady Highway. The connection can be made on a grade not exceeding 4%. We request that the above suggested connection be incorporated into the pending contract for the construction of Interstate No. 5.

"Exhibit B" shows a proposed change in intersection of Carnes Road No. 16 (Green Road) with Highway No. 99, being locally known as Kelly's Corner and being in Sec. 1, T 28 S, R 6 W, W.M. We request that the Oregon State Highway Department cooperate with Douglas County Road Department to up grade the above intersection.

We are in the process of widening Carnes Road from Shady Interchange to Kelly's Corner this fiscal year. The triangular tract of land for the proposed off curve from Highway No. 99 at Kelly's Corner has been acquired.

We request that the above matter be resolved at an early date.

REFERRED TO
Olson
Traffic & accidents at intersection on Exhibit "B". Design re.
8/8/63

Very truly,

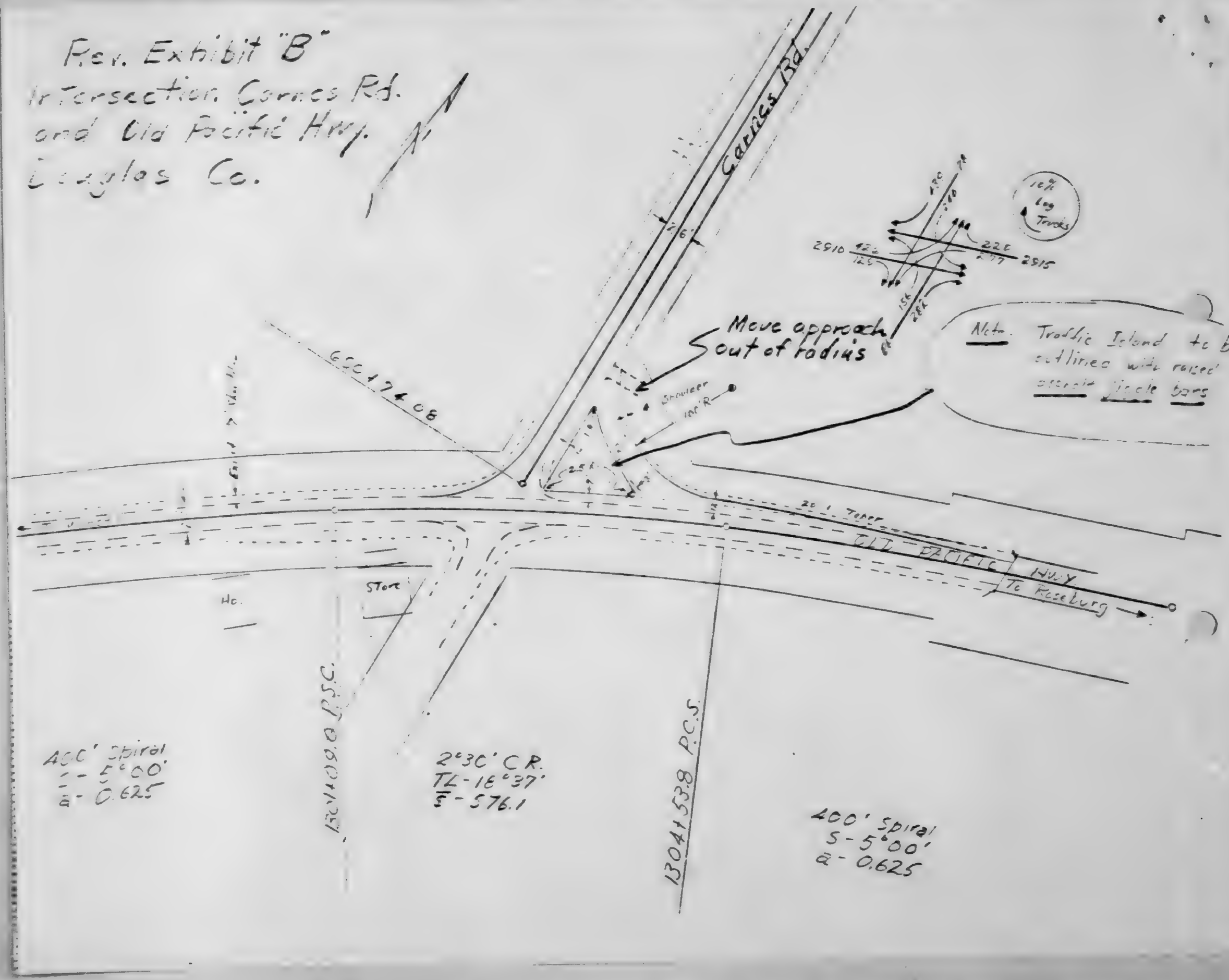
Al. H. May

AHM/hb
enc. 2

Al. H. May
County Engineer

to May Copy of this letter to D.J. Barbee to answer May's request. Copy of Barbee letter to Co & City JDG

Rev. Exhibit "B"
Intersection Cornes Rd.
and Old Pacific Hwy.
Douglas Co.



RECEIVED
AUG 15 1963
FOR FILING

August 14, 1963

S. A. Hutchins and Associates
Constr. Co., and Hulbutt & Sons, Inc.
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

This will confirm our telephone conversation of today with Mr. C. R. Brittain concerning your proposal for the Fairgrounds Road-Shady Section Project on which bids were received on August 13, 1963.

The "Sworn Statement" is needed before this contract can be awarded. We will be looking forward for the receipt of this statement which you indicated would be placed in the mail today.

Attached is a photocopy of Page 10 from your proposal. Please list the names and titles of the officers of each firm and return the form as soon as possible, so that the proposal will be complete for final processing.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

cc R. L. Porter
L. H. Young
H. S. Cox

CWH:fkn

PACIFIC POWER & LIGHT COMPANY

MEDFORD, OREGON

August 12, 1963

CONSTRUCTION DIVISION
AUG 13 1963

Oregon State Highway Department
Salem, 10, Oregon

Attention: Mr. T. W. Litchfield, Utilities Liaison Engineer

Gentlemen:

Subject: Power Line Adjustment - Fairgrounds-Shady Section
Pacific Highway, Douglas County

In connection with the relocation of our transmission Line 30, necessitated by the above subject highway project, attached are one print each of two drawings titled "Line 30 Relocation Due to New Freeway Construction", Plan No. 1 and Plan No. 2. Following is a pole by pole summary of the proposed work to be done under each plan:

PLAN NO. 1

Pole 16/19 - relocate approximately 250 ft. westerly of its present location with a 65 ft. angle pole, vertical deadended both ways with down guys and anchors.

Pole 17/19 - relocate approximately 190 ft. westerly of its present location with a 55 ft. pole, single arm construction, with crossarm pins and insulators.

Pole 18/19 - relocate approximately 135 ft. westerly of its present location with a 60 ft. pole, same configuration as pole 17/19.

Pole 19/19 - relocate approximately 50 ft. westerly of its present location with a 65 ft. pole, down guy and anchor, pole top switch in the top position and double arms deadended both ways 3 ft. below the switch position.

Pole 1/20 - relocate approximately 90 ft. southwesterly of its present location with a 55 ft. pole, pole top switch in the top position and double arms deadended both ways 3 ft. below the switch position.

Pole 2/20 - relocate approximately 50 ft. west of its present location with a 60 ft. pole and one down guy, single arm construction in the top position and double arm construction in the bottom position.

Pole 3/20 - relocate approximately 50 ft. west of its present location with a 60 ft. pole and pole top switch.

NOTED
LLOYD P. SHAW

Pole 4/20 - relocate approximately 50 ft. west of its present location with a 60 ft. pole, single arm construction with crossarm pins and insulators.

Poles 5/20 and 6/20 - same as pole 4/20, except that 90 ft. poles are to be installed.

Pole 7/20 - relocate approximately 100 ft. southwesterly of its present location with two 85 ft. poles, double arm construction, deadended both ways.

Proposed work to be done from pole 8/20 to pole 3/21 is not listed, since both plans are the same with the cost of relocation to be borne by Pacific.

PLAN NO. 2

Poles 16/19, 17/19 and 18/19 - relocation of these poles is the same as in Plan No. 1.

Pole 19/19 - will remain in place with the addition of a down guy easterly approximately 45 ft. and located inside the access control line. This pole will require the addition of double arms deadended both ways 3 ft. below the switch position.

Pole 1/20 - this pole will be relocated approximately 95 ft. southerly from the existing pole location with a 55 ft. pole, down guy and anchor, pole top switch, double arms and deadended 3 ft. below the switch position.

Pole 2/20 - will remain in place with the addition of a down guy and anchor 45 ft. inside the access control line and will change the single arm construction to double arm deadended both ways.

Pole 3/20 - will relocate approximately 60 ft. southwesterly from its existing location with a 60 ft. pole, down guy and anchor, pole top switch, double arm construction and deadended both ways 3 ft. below the switch position.

Pole 4/20 - will remain in place with changes the same as listed for pole 2/20.

Pole 5/20 - will relocate approximately 50 ft. west of its present location with a 90 ft. pole, a down guy and anchor, single arm construction.

Poles 6/20 and 7/20 - will relocate the same as in Plan No. 1.

Plan No. 2 as set forth requires the State's approval for the placement of down guys easterly from poles 19/19, 2/20 and 4/20, 45 feet within the access control line. If this is not possible, it will be necessary to install guy poles on the easterly side of the highway right of way for the installation of span guys across the highway.

Comparison of the material requirements of both plans shows Plan No. 1 requiring three additional poles, whereas Plan No. 2 requires five additional down guys and anchors and additional crossarms and deadend insulators due to continuous angles in the line from pole 19/19 to pole 5/20. Labor costs under Plan No. 2 would be considerably more due to the additional material being installed, and because the nature of the work of converting poles in place to different

configuration would require that it be done on an overtime basis at off peak hours.

Approval by the State, at the State's expense, of the additional relocation of poles 19/19, 2/20 and 4/20 as proposed in Plan No. 1 would be less costly to the State and would be to the best interests of the State and Pacific.

Very truly yours,

Pacific Power & Light Company
Copco Division

T. H. Ness
Plant Records Supervisor

RP:meh
Attachments

RECEIVED
JUL 29 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 22, 1963

Original signed by
By: M. E. Martin
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DB

Oregon Project I-5-3(54)121
Fairgrounds Road-Shady Section
Grading and paving

P. S. & E. documents for the subject project are hereby approved. You are authorized to advertise the project for bids subject to the understanding that you will make any corrections found necessary following completion of a plan-in-hand inspection. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, is now available for occupancy and contractor's use, and that no displacement of people was necessary after relocation assistance requirements were established as indicated in Mr. Wright's July 15, 1963 letter.

Our approval is with the further understanding that contract provisions relative to non-discrimination, furnished with Instructional Memorandum 20-1-63, dated July 18, 1963, will be furnished to prospective bidders and be physically included in the contract for the work.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe and July 1, 1963 issue of Supplemental General Provisions is approved for this specific project.

Your July 17, 1963 status of preparatory work, for utility adjustments, as supplemented on July 18, 1963, indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

A ground field for a radio tower exists within the right-of-way at the northerly terminus of the project. Mr. Wright's October 11, 1961 letter will be forwarded with a recommendation for a favorable determination by the Administrator that such use is in the public interest upon receipt of your advice that the supporting information furnished therewith is still applicable.

original To
Young - with attach.
cc Gifford
7-26-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 4 1963
FOR FILING

...CONSTRUCTION DIVISION
...SOILS SECTION
...PROJECT BASE DATA

...Route ... ...Highway ... ...County DOUGLAS

Dist. Engr. ... Length of Project 3± Miles Fed. No. ... St. No. ...

TYPICAL SECTIONS Traffic Classif. = VERY HEAVY (LOW) BIG ARSAL

NEW WORK and/or WIDENING

1½" of A.C. (Future - when required)
2" of top course A.C.
2" of bottom course A.C.
4" of Plant Mix Bituminous Base.
17" of crushed base.

EXISTING ROADWAY

2" minimum A.C. overlay.

(1) Clayey Silt

Typical Soil	
29	LL
10	PI
61	% P200 (% Red.)
13	% Gravel
14	% Coarse Sand
12	% Fine Sand
40	% Silt
21	% Clay
17	"R" Value (Corrected)

AASHO Classif. - A-6 (7)

IN PLACE FROM TRAFFIC LOG PLACED IN 1955

	AC
1½"-2" Level	
8" Base	
18" S.S.M.	

Other Traffic Classif.	Total Thickness Requirements
Very Heavy	22"
Heavy	19"
Medium Heavy	16"
Medium	13½"
Light	10"

4	A C
3	PMBB
17	Cr Base
25	
Future	1½" A C
25½	

PROPOSED MATERIAL SOURCES

Location	Lab. Nos.	A.C.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abras. Loss %	Sod. Sulphate Loss %	LL	PI	To be used for:
Suitable material source to be determined by the Engineer.											
The known material sources in this area are marginal in quality and/or quantity for this reason a "Revised Proposed Base Design" recommending the use of Plant Mix Bituminous Base is submitted.											

Submitted by

Staff Assistant

PAVEMENT TYPE SELECTION

...HIGHWAY ENGINEER
...BACKGROUNDS - 3 COPY
PACIFIC HIGHWAY
RECEIVED
...6A0-1440

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Interstate Present ADT 5900 1975 ADT 12,000 % Heavy Vehicles [illegible]
   (NOTE: Increase classification one step for heavy logging use) (LOGGING AREA)
2. Soils Characteristics: See design chart attached
3. Weather: Frost Penetration _____ Annual Rainfall 36"±
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: No problem
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not appropriate
10. Stimulation of Competition: Not appropriate
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate
13. Traffic Safety: Not a factor
14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS

Due to items 4 and 6, an A.C. wearing surface has been selected. The existing 2 lane roadway will receive a 2" minimum A.C. overlay and be incorporated into a 4 lane facility.

S-216(13) N. Unit, Kellogg Br.-Yellow 1963
Cr. Sec., Elkton-Sutherlin Hwy.
#6313 (Grad. & Cil.)

STATE COPY

#6313

Monthly transaction number	FORM PR-2A (5-[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-194		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
8 9	(PPM 21-7) 6-18-62	Douglas
		Project number S-216(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 13, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 1,030,256.34

Revised Federal funds $ 651,833.58

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18 day of June, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Klabre

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: L. R. Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

RECEIVED
AUG 22 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

PROJECT REPORT NO.
4

FC 3R-2 (REV. 8-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: 8-216(13)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 225 - 0.8 mi. S. of Umpqua River Br. S. 4 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-19-63	3.998
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 952,447.00	$ 600,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd R. Stone
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)
By: L. E. Backlund, Admin. Manager

Date executed by Division Engineer 9-13-63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

RECEIVED
Sep 19 1963
OREGON DIVISION

USCOMM-DC 20134-P62

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-216(13)

NORTH UNIT, KELLOGG BRIDGE-YELLOW CREEK SECTION

OF THE ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1963

Type Code 5231
Roadway (Sta. 376+00 to Sta. 587+40)(Contract 6313)

Clearing and Grubbing	All Required		$ 89,000.00
Drainage Excavation, Unclassified	1,770 cu.yds.	$ 3.00	5,310.00
Embankment Foundation Excavation, Unclassified	2,400 cu.yds.	1.00	2,400.00
General Excavation, Unclassified	472,000 cu.yds.	0.69	325,680.00
Short Overhaul	1,780,500 yd.stas.	0.01	17,805.00
Long Overhaul	152,000 C-yd.stas.	0.30	45,600.00
Finishing Roadbed and Slopes	4.00 miles	1,500.00	6,000.00
Rounding Cutbanks	5,700 lin.ft.	0.25	1,425.00
8-inch Culvert Pipe	230 lin.ft.	2.40	552.00
12-inch Culvert Pipe	490 lin.ft.	3.30	1,617.00
18-inch Culvert Pipe	520 lin.ft.	5.10	2,652.00
24-inch Culvert Pipe	170 lin.ft.	7.50	1,275.00
18-inch Corrugated Metal Pipe	1,220 lin.ft.	5.10	6,222.00
18-inch Corrugated Steel Pipe	150 lin.ft.	5.10	765.00
36-inch Corrugated Steel Pipe	70 lin.ft.	13.50	945.00
24-inch Concrete Pipe	70 lin.ft.	7.20	504.00
36-inch Concrete Pipe	100 lin.ft.	11.50	1,150.00
96-inch Structural Plate Pipe, 12 Gage	114 lin.ft.	53.00	6,042.00
6-inch Perforated Drain Pipe (Rigid Type or Uncoated Metal)	160 lin.ft.	1.75	280.00
8-inch Perforated Drain Pipe (Rigid Type or Uncoated Metal)	4,100 lin.ft.	2.35	9,635.00
Special Backfill in Drains	900 cu.yds.	9.00	8,100.00
Metal Guard Rail	14,000 lin.ft.	2.33	32,620.00
Rail End Pieces	24 only	4.50	108.00
Guide Post, W-1	180 only	8.00	1,440.00
Bracket Reflectors	10 only	3.50	35.00
Type 2 Fence	1,100 rods	9.00	9,900.00
16' x 48" Metal Gates	10 only	90.00	900.00
Coarse Crushed Material in Base	78,000 tons	2.00	156,000.00
3/4" - 0 Material in Base	7,600 tons	2.12	16,112.00
Sprinkling	2,500 M-gal.	3.00	7,500.00
Preparation of Base	4.00 miles	200.00	800.00
3/4" - 0 Material in Binder Course	580 cu.yds.	4.40	2,552.00
Furnishing and Placing Aggregates	3,700 cu.yds.	5.25	19,425.00
RC-250 Asphalt	90 tons	48.00	4,320.00

200-300 Asphalt	290 tons	$ 45.00	$ 13,050.00
RS-1 Asphalt	80 tons	47.00	3,760.00
Extra for Oiling Approaches	20 only	50.00	1,000.00
			$802,481.00
Flagging (57½ of Contractor's Cost)	All Required		$ 5,000.00
Signing	All Required		300.00
Seeding and Mulching	All Required		5,280.00
Slide Removal	All Required		48,000.00
Adjust Water Service & Septic Line	All Required		500.00
			$ 59,080.00
Utilities			
Work by Douglas Electric Co.	All Required		$ 3,500.00
Work by Pacific N.W. Bell Tel. Co.	All Required		800.00
			$ 4,300.00
	Subtotal		$865,861.00
	10% Engr. & Cont.		86,586.00
	Total		$952,447.00

Length of Roadway - - - - - - - - - 3.998 Miles
Cost of Roadway Per Mile - - - - $238,230.86

Federal Funds - - - - - - - - -

RECEIVED
MAR 23 1965
FOR FILING

March 23, 1965

St. Paul Fire & Marine Insurance Company
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

On November 9, 1964, we wrote to you concerning release of final payment on Contract No. 6313 awarded to Groesbeck-Durbin, Inc., for grading and oiling on the North Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

Final payment on this contract is $27,565.96 and the total contract amount is $948,934.03, including $32,665.03 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Groesbeck-Durbin, Inc.
P. O. Box 646
Eugene, Oregon

Tromp & McKinley Insurance Agency
43 West Broadway
Eugene, Oregon

C. H Maison
Attn: John Herr

RECEIVED
MAR 23 1965
FOR FILING

Salem, Oregon
March 22, 1965

Increase in Project
Authorization

Mr. H. H. Fillmore
Resident Highway Engineer

This is to advise you that at its meeting of March 11, 1965 the Highway Commission approved an increase of $55,050.00 in project authorization on Contract No. 6313, H. Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

The new authorization for construction is $1,029,199.00.

L. H. Young
Office Engineer

WHS

cc: L. E. Chandler

RECEIVED
MAR 5 - 1965
FOR FILING

March 5, 1965

Oregon State Highway Commission

Gentlemen:

In checking the final estimate for the North Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway, Contract No. 6313, it is found that the project authorization will be overrun by $55,050. Originally, it was estimated that the project would cost $974,149.88, and it now appears that the final cost will be $1,029,200. This is an increase of 5.7 percent.

This is caused by increases in general excavation quantities by reason of slides in three separate areas; also, embankment foundation excavation was apparently estimated too conservatively and also accounts for some of the overrun.

It was necessary to make these expenditures to complete the project according to plan, and I recommend that the matter have your approval so that the final payment may be released to the contractor, Groesbeck and Durbin of Eugene.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Mr. Floyd Query
Mr. R. L. Porter
Mr. Lloyd Shaw
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. L. H. Young
Mr. C. H. Maison
Mr. L. R. Chandler

FORM E-30 ODOM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1965

SUBJECT: Over-run of Project Authorization
No. Unit, Kellogg Bridge-Yellow Creek Section
Elkton-Sutherlin Highway
Contract No. 6313

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a "Report on Expected Over-run of Project Authorization" on the subject contract. This project for grading and oiling is under contract to Groesbeck and Durbin of Eugene.

The original project authorization was $974,149.88. The present anticipated cost is $1,029,209.08, indicating an over-run of $55,059.20 or 5.7%.

The major reasons for this over-run were due to increased quantities of embankment foundation excavation and general excavation beyond the plan amounts. The embankment foundation excavation over-ran the plan quantities 22,602 cubic yards due to the omission from the plans of the toe trench excavation in the river between Stations 431 and 470, 478 and 484, 572 and 576, 584 and 586. This over-run amounted to $22,602.00. The general excavation over-ran the plan quantities 89,623.6 cubic yards due to unanticipated slides in cuts between Stations 513 and 520, 547 and 555, 565 and 570. This over-run amounted to $61,840.28.

It is recommended that the project authorization be increased by $55,059.20, from $974,149.88 to $1,029,209.08. This project was completed September 29, 1964.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker NOTED LLOYD P. SHAW
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: L. H. Young

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APR 5 1955

Form No. 5-72-1M-5-53

Gen File

OREGON STATE HIGHWAY DEPARTMENT

FOR FILING

Report on Expected Over-run of Project Authorization

Project Name [illegible] Date [illegible], 19[illegible]

Highway [illegible] Contract No. [illegible]

County [illegible] Kind of Work [illegible] Contractor [illegible]

Contract Amount ..... $[illegible]

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			
[illegible]			
Minor items, unitemized algebraic total			
Subtotal			$[illegible]

Approved work orders (Price, extra work and state force orders) ..... $[illegible]

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	
[illegible]	
Minor items, unitemized algebraic total	
Subtotal	$[illegible]

Authorization for engineering ..... $[illegible]

Expected over-run or under-run of engineering authorization ..... $[illegible]

Costs not included above (explain) ..... $[illegible]

Allowance for future contingencies (2 % of work remaining) ..... $[illegible]

Credits to come from transfers and deductions ..... $ -

Present estimate of project cost ..... $[illegible]

Brief Statement of principal causes of over-run:

[illegible]

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$[illegible]
Present estimate of project cost	$[illegible]
Expected over-run (Amount)	$[illegible]
Expected over-run (per cent)	[illegible]

Space to right of this line is for use of Salem office.

Submitted by: J. M. Fullmer
Resident Engineer

Confirmed by: [signature]
Division Engineer

Noted by: [signature]
Construction or Bridge Engineer

Noted by: s/ Lloyd P. Shaw
~~Deputy or~~ Assistant State Highway Engineer

State Printing 62181

FORM E-1 (REV 5-63) Report No. 80

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: January 15, 1965
SECTION: North Unit Kellogg Bridge-Yellow Creek		SECTION PREFIX: 110-1090
HIGHWAY: Elkton - Sutherlin		COUNTY: Douglas

NAME OF JOB: N. Unit Kellogg Br. - Yellow Cr. Sec.	KIND OF WORK: Grading & Oiling	
CONTRACTOR: Groesbeck - Durbin , Inc.	CONTRACT NUMBER: 6313	FEDERAL AID PROJECT NUMBER: S-216(13)
DATE OF CONTRACT: Augst 19, 1963	DATE WORK STARTED: August 26, 1963	ESTIMATED COMPLETION DATE: Completed Sept. 29, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: NONE SUPERVISION	SPECIFIED WORK DAYS: 150	WORK DAYS USED: 150
PROJECT AUTHORIZATION: $ 974,149.88	ENGINEERING AUTHORIZATION: $ 62,272.88	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 904,877.00	ENGINEERING COST TO DATE: $ 72,500.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 945,933.84	PERCENT OF AUTHORIZATION: 104.6 %	100%
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 4.5 %	DATE PROJECT WAS COMPLETED: September 29,1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L. PROD.	
100%	100%	100%		100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.0	4.0		4.0	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	4.0	4.0		4.0	
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10			Project Completed
MONDAY 11	cloudy		
TUESDAY 12	clear		
WEDNESDAY 13	clear		
THURSDAY	Fog to clear		
FRIDAY	Fog to clear		
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
JAN 18 1965
NOTED
V.R. CARLS

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Semi Final Estimated Submitted to Division Office
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final Weekly Report

SIGNED H M Fullmore

ADDRESS P.O. Box 1128 - Roseburg, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
NOV 30 1964
FOR FILING

November 30, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the N. Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway, Contract No. 6313, Project No. S-216(13) in Douglas County, was completed October 23, 1964.

This work was authorized by Order for State Work No. 4 dated May 20, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HEP:jb

cc: R. E. Chase

RECEIVED
NOV 9 - 1964
FOR FILING

November 9, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 29 on Contract No. 6313. The contract was with Groesbeck-Durbin, Inc. and was for grading and oiling on the North Unit, Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 9, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
L. R. Chandler

bbc

RECEIVED
JUN 23 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1964

SUBJECT: Kellogg Bridge-Yellow Creek Section
Elkton-Sutherlin Highway
R-34165 L-4375

To:

Mr. L. R. Chandler
Division Engineer
State Highway Department
Roseburg, Oregon

ATTENTION: Mr. L. W. Rulien

Your June 15 letter determined no future value for the gravel bar acquired under the subject taking.

You should then arrange to have this bar offered to Mr. Thomas at a price no lower than the $2,500 he used in his testimony. We are informed Mr. Dale Hill should be entrusted with this negotiation.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp

cc Lloyd Shaw
W. T. Wright
G. E. Rohde

Salem, Oregon
June 5, 1964

Kellogg Bridge-Yellow Creek Section
Elkton-Sutherlin Highway
B-34165 L-4375

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attached are a copy of George Rohde's letter and the trial attorney's report on the subject right of way file.

You will note from Mr. Rhode's letter that Mr. Thomas, of the firm of Beakley and Thomas, testified as to the worth of the gravel bar in the Umpqua River. If, as Mr. Rohde's letter suggests, the gravel bar can be sold, Mr. Thomas' reaction to the opportunity to acquire it should be interesting.

Please have this bar's future worth to us as a material source evaluated. If it appears we have no need for it, arrange to have it offered to Mr. Thomas at a price no lower than the $2500 he used in his testimony.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

FORM E-30 BOM 3-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1964

To: Mr. Lloyd P. Shaw
Asst. State Highway Engineer

B u i l d i n g

SUBJECT: State of Oregon vs.
J. H. England, et al.
L-4375 R-34165
Kellogg Bridge-
Yellow Creek Section
Elkton-Sutherlin Highway

As a part of the acquisition of right of way on the above section of highway a gravel bar in the Umpqua River was obtained. This bar lies between Stations 440+44 and 454+81. A resume of the circumstances as to how the State came to obtain the bar is set forth in a copy of the trial attorney's report attached hereto.

It is to be noted that Mr. Larry Thomas of the firm of Beckley & Thomas, Contractors, testified for the owner as to the value of this rock and its limited supply. As Mr. Barbera suggests, these contractors should be given an opportunity to purchase this gravel bar before their job is completed, remembering that the court found the same to be worth $2,500 based upon their testimony.

I feel certain personnel in the Division office are acquainted with this matter, however, if further details are necessary we will be most happy to furnish whatever we can upon request.

G. E. ROHDE
Assistant Counsel

GER:hg
Attachment

CC - Mr. W. T. Wright
Mr. F. D. Morgan

NOTED
LLOYD P. SHAW

ATTACHED SHEET

The defendants' property is bounded on the southwest by the Umpqua River. The defendants claimed that the river at this point was non-navigable and, therefore, their ownership extended to the thread or center of the river. The taking on the southwesterly side of the centerline extended "to the Umpqua River" from Station 440+44.06 to 454+81.84. The defendants contended that the taking extended to the center of the river and included a gravel bar lying off the bank of the river.

The Court ruled that the river was non-navigable; that the defendants' ownership extended to the center of the river, and that our description of the taking must be interpreted as extending to the center of the river and including the gravel bar. This ruling is consistent with the decision in Micelli v. Andrus, 61 Or. 78, and recent rulings of the Douglas County Circuit Court in Case No. 26605, and in Bushnell v. Lininger, Case No. 25132, affirmed in 76 Or. Adv. Sh., 1143 (1963).

Since defendants fully intended to claim substantial damages for restriction of access to the bar, even if the bar itself were not taken and since construction had already gone beyond the limits of the river bank, plaintiff's attorney was of the opinion that no good purpose would be served by trying to amend the complaint to exclude the gravel bar and, instead, amended the description to extend "to the thread or center of the Umpqua River".

Mr. Larry Thomas, a partner in the firm of "Beckley & Thomas", 1494 N. E. Stephens, Roseburg, and rock crushing sub-contractor on this job, testified that, in his opinion, the gravel bar had a value of $2,500.00, and that there was only a limited supply of gravel in the area. Consequently, it is recommended that Mr. Thomas be given the opportunity to purchase this gravel bar on a fee or yardage basis before the job is completed.

The Court accepted Mr. Thomas' testimony as to the value of the gravel bar ($2500.00); Mr. Dent's opinion as to the value of the other land taken ($3400.00); added $100.00 for fencing taken, and found $6,000.00 to be just compensation.

TED E. BARBERA
Staff Attorney

FORM E-80 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
September 13, 1963

SUBJECT: Power Line Estimate
N. Unit, Kellogg Bridge-
Yellow Creek Section
Elkton-Sutherlin Highway
Douglas County

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: T. W. Litchfield

Attached hereto please find estimate and sketch from Douglas Electric Cooperative for power line adjustments on subject project.

Since Mr. Hershberger's letter of August 1, 1963, to the utility concerning their conflicting facilities, this project has been staked and it has been determined that item (5), of the above letter, is located on road right of way and two additional poles will need adjusting. Both poles are located on private property and identified as follows:

(1) A power pole, #8E-6B, westerly of Station 419+75.
(2) A power pole, #8E-6C, easterly of Station 421.

This will make the cost to the State 7/8 of the total instead of the previous 100%.

The estimate and sketch reflect these changes.

L. R. Chandler
Division Engineer

by Paul R. Barnhart
Field Utilities Liaison Engineer

Distribution
Office Engr (1)
Div Office (2)
DMS - 20 (1)
Accounting (1)
FCLL (1)
CLF (1)

9-16-63 PRB/mlp
HGP

Enclosures

CONSTRUCTION DIVISION
RECEIVED
SEP 16 1963
ROUTED

DOUGLAS ELECTRIC COOPERATIVE, Inc.
P. O. Box 1327 -+- OR 3-6616
ROSEBURG, OREGON

Estimated cost of relocating and removing certain facilities of the Douglas Electric Cooperative, Inc. on the N. unit, Kellogg Br.-Yellow Cr. Sec. Elkton - Sutherlin Highway- Douglas County - Project Number S-216 (13).

Rights of Way (Easements, Recording Fees, etc.)	$ 57.60
Engineering	260.00
Materials and Supplies	1,168.67
Labor (new construction and removal)	1,459.54
* Overhead	554.62
Estimated cost of removing conflicting facilities	$ 3,500.43
Less salvage value of recovered materials	846.37
TOTAL ESTIMATED COST	$ 2,654.06

The adjustment of these conflicting facilities does not involve a major or independent segment of our system.

* Overhead includes: Warehousing, transportation, insurance, taxes, holidays, sick leave, retirement benefits, general office salaries, and expenses, general engineering and supervision etc.

Total cost to State (7/8 of $2,654.06) = $2,322.30

Relocate Poles 8F-12 and 8F-12-1 and related facilities. Now located westerly of stations 378+70 and 381+85 on private property. Also removal of Pole 8F-12-1-A, now located westerly of station 382+25, on private property. Facilities involved are indicated on Sketch No.1

Unit Installed	Number of Units	Material Cost	Labor Cost	Total Cost
4/6/1 ACSR (Pri. Cond.)	1,000 ft.	$ 26.30	$ 48.12	$ 74.42
30-6 (Pole)	1	14.20	36.23	50.43
40-6 (Pole)	2	28.72	49.46	78.18
105-3 (Transformer	1	95.89	27.50	123.39
A7-4 (Back side- dead end)	1	11.06	5.50	16.56
A7 (1Ø Dead End)	1	22.92	16.50	39.42
C1 (3Ø - Single arm)	2	23.38	12.36	35.74
C2 (3Ø Double arm)	1	24.60	12.87	37.47
C7 (3Ø Dead end)	1	37.98	20.62	58.60
E2-2 (Overhead Guy)	1	8.80	5.71	14.51
E1-2R (Down Guy)	3	20.82	24.75	45.57
F1-2 (Anchor)	3	17.28	49.50	66.78
M2-1 (Ground)	1	6.24	4.06	10.30
M 52-3 (Pole Nos.)	5	1.00	4.00	5.00
#2 Triplex (Service Cond.)	130	26.00	7.31	33.31
K11C (Service Clevis)	1	2.49	1.81	4.30
K 13 (Service Rack)	1	3.58	2.75	6.33
TOTALS		$371.25 ✓	$329.05 ✓	$700.31 ✓

Units Removed	Number of Units	Material Salvaged	Labor Cost of Removal
4/6/1 ACSR (Pri. Cond.)	995	$ 26.16	$ 47.87
105-3 (Transformer)	1	95.89	27.50
15A3W (Meter)	1	16.00	10.50
40-6 (Pole)	2	21.00	76.00
30-6 (Pole)	1	6.00	22.00
C1 (3Ø Single arm)	2	20.00	12.00
C7 (3Ø Dead end)	1	26.00	18.00
A7 (1Ø Dead end)	1	20.42	15.00
A7-4 (Back Side DE)	1	9.50	5.50
A9-1 (1Ø Single arm)	1	8.72	4.81
M2-1 (Ground)	1	1.25	1.50
E1-2 (Down guy)	2	9.50	12.00
F1-2 (Anchor)	2	-----	-----
M52-3 (Pole No.)	4	-----	-----
K13 (Service Rack)	2	7.16	5.50
#8 WP Conductor	525'	22.68	30.51
#6 WP Conductor	480'	20.73	27.89
K10 (Service Knob)	3	1.65	2.46
TOTALS		$312.66	$319.04

Relocate Pole 8E, now located easterly of station 417+80 and Pole 8E-6 now located westerly of station 418+85. Pole 8E-5 now on private property - Pole 8E-6 now located on Highway R/W. Also remove Pole 8E-6-A and relocate Pole Numbers 8E-6-B and 8E-6-C as shown on Sketch No. 2.

Units Installed	Number of Units	Material Costs	Labor Cost	Total Cost
35-6 (Pole)	1	$ 16.81	$ 44.62	$ 61.43
40-6 (Pole)	3	86.16	148.38	234.54
B1 (VØ single arm)	1	9.96	5.50	15.46
B2 (VØ double arm)	1	21.44	14.85	36.29
B7 (VØ dead end)	2	61.16	36.30	97.46
M2-1 (Ground)	3	18.72	12.18	30.90
E1-2R (Down guy)	5	34.70	41.25	75.95
F1-2 (Anchor)	5	28.80	82.50	111.30
M52-3 (Pole No.)	4	.80	3.20	4.00
106-25 (Transformer)	1	389.36	34.37	423.73
K14 C (Service Clevis)	3	9.90	7.41	17.31
J6 (Secondary Clevis)	3	7.47	5.58	13.05
1/0 Triplex Condustor	210	63.00	11.81	74.81
#2 Triplex Conductor	80	16.00	4.50	20.50
4/6/1 ACSR (Pri. Cond.)	1260	33.13	60.63	93.76
Totals		$797.41	$513.08	$1310.49

Units Removed	Number of Units	Material Salvaged	Labor Cost of Removal
35-6 (Poles)	2	$ 12.00	$ 56.00
40-6 (Pole)	3	34.50	114.00
4/6/1 ACSR (Pri. Cond.)	675	17.75	32.48
B1-1 (VØ Double Arm)	1	10.55	10.52
B8-(VØ Double Dead in)	1	42.00	19.80
105-25 (Transformer)	1	389.36	34.37
M2-1 (Ground)	1	1.25	1.50
E1-2R (Down guys)	4	19.00	24.00
F1-2 (Anchors)	4	----=	-----
E2-2 (Overhead guy)	1	7.30	5.70
Totals		$533.71	$ 298.37

Sec. 29, T. 23 S., R. 7 W., W.M.

SKETCH No. 1

NORTH UNIT
KELLOGG BRIDGE - YELLOW CREEK
DOUGLAS COUNTY

FED ROAD Div. No.	STATE	PROJECT NUMBER	FIS YR
8	OREGON	S-216(13)	

4°C.L.
Δ 39° 51' 58"
D 7.57°
500 Sta.
S 10° 00' E
0.0.8

-.15 Inst. 8" Pipe (Conduit) -48'
-.25 Adjust 1" Galv. Water Line (Extra Work)
Dr. Enc. 6 C.Y.

James T. Copper DLC 39

Overhead Stub with Anchor & Guy

Install 8F-11-A

Remove 8F-12-1-A Pole (Prop.)

Relocate 8F-12 (Prop.)

Const. Detour

Relocate Pole 8F-13 (Prop.)

8F-14

*8F-12-2

Const. Type 2 Fence Rt & Lt

○ ----- INDICATES NEW FACILITIES

● —— INDICATES EXISTING FACILITIES

W.O. 3152

7V-17-2.5

NORTH UNIT
KELLOGG BRIDGE - YELLOW CREEK SEC.
ELKTON SUTHERLIN HIGHWAY
DOUGLAS COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-216(12)		SHEET NO. 4

T.23 S., R.7 W., W.M.

SKETCH NO.

W.O. 3152

Relocate Pole No. 8E-5 (Located on Pri. Pro.)

Relocate Pole No. 8E-6 (Located on R/W)

Remove (Located on Pri. Pro.)

Relocate Pole No. 8E-6-C (Located on Pri. Pro.)

Relocate Pole No. 8E-6-B (Located on Pri. Pro.)

Sec. 32

Sec. 33

4°CR
Δ 38°14'59"
R= 751.30
L= 300'±
T= 157.00'
e= 0.08

○ - - - - INDICATES NEW FACILITIES

● ——— INDICATES EXISTING FACILITIES

RECEIVED
AUG 20 1963
FOR FILING

COMMISSIONERS
GLENN [illegible], MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
August 20, 1963

Groesbeck-Durbin, Inc.,
P. O. Box 646
Eugene
Oregon

Gentlemen:

The State Highway Commission on August 19, 1963, awarded to you State Highway Contract No. 6313 for the following project:

Grading-oiling the North Unit of the Kellogg Bridge-Yellow Creek Section of the Elkton-Sutherlin Secondary Highway in Douglas County.

This award was based on your low bid of $382,481.00 which was submitted to the Commission on August 13, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUL 26 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

July 19, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.0 Salem, Oregon

Oregon Federal-aid Secondary Program

Mr. Young's July 17, 1963 letter submitted two Stage 2 projects to be included in the subject program. These projects, listed below, are approved effective this date:

Item	Project	Location	Work
837	S-180(2)	Luckiamute River-Hoskins	Structure
838	S-216(13)	N. Unit Kellogg Bridge--Yellow Creek Section	Grade, oil mat

You are authorized to proceed to take all actions necessary to advance to completion the construction phase of the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedures or minimum design standards will be needed during the accomplishment of these projects, this office should be informed of such proposed exceptions and reasons therefor.

This approval provides for improvements on 4.03 miles of highway at a total estimated cost of $1,040,000 of which $654,000 is reserved in Federal-aid secondary funds.

This action leaves a $6,391,380 unprogrammed balance of these funds and a reimbursable obligation balance of $37,934,331 according to our records of this date.

Our approval of Item 837 is with the understanding that adequately surfaced approaches will be provided.

RECEIVED
JUL 23 1963
STATE HIGHWAY ENGR.

original To Young
7-26-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 27 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 20, 1963

SUBJECT: Kellogg Bridge Section

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Att: D. J. Barbee

CONSTRUCTION DIVISION
MAR 21 1963

Sometime ago, during right of way discussion with Lucy Leffler Haines, we were requested to contact Mrs. Haines following another meeting between she and her husband, our right of way buyer, and our resident engineer.

I discussed the previous meeting with Mr. Jackmond, the resident engineer, and following that called Mr. Richmond, Mrs. Haine's Attorney, who was also present at the previous meeting on the ground. Mr. Richmond advised me that he did not think it was necessary, and probably not advisable, to meet again on the old subject; that we could probably proceed on the basis of what had already been discussed.

L. R. Chandler
Division Engineer

LRC:ds

NOTED
LLOYD P. SHAW

Copy to Shaw

RECEIVED
MAR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 9 1963
FOR FILING

December 13, 1962

Mr. James G. Richmond
Attorney at Law
435 S. E. Lane Street
Roseburg, Oregon

Dear Mr. Richmond:

Acknowledgement is made of the receipt of your letter of December 10 relating to the proposed location of the Elkton-Sutherlin Highway as it affects the property of Mr. and Mrs. Leffler.

It is suggested that you contact the Highway Department's Division Engineer, Mr. L. R. Chandler in Roseburg, and discuss the problem with him. We will furnish Mr. Chandler with full information on the matter and he should be able to answer questions thereon in a matter of a few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:ajw

cc Forrest Cooper
L. R. Chandler
D. J. Barbee - Attached hereto is a copy of a letter from James G. Richmond which has to do with the Leffler property on the Elkton-Sutherlin Highway. This is the matter we discussed yesterday, and I understand you will furnish L. R. Chandler with full information on the problem so that he, in turn, may talk to Mr. Richmond. - RLP

2-25-63
Barbee asked Chandler to report on meeting held last week.
Steel

2-4-63 Barbee is checking his files for what transpired after Dec 13. He will advise. Bring Up Feb 11 Steel

LAW OFFICES
GEDDES, FELKER, WALTON & RICHMOND
435 S. E. KANE STREET
ROSEBURG, OREGON

PAUL E. GEDDES
CARL M. FELKER
DUDLEY C. WALTON
JAMES G. RICHMOND

MAILING ADDRESS P. O. BOX 1265
TELEPHONE ORCHARD 3-4452

December 10, 1962

REFERRED TO
Cooper Larson
BY SECRETARY

State Highway Department
Salem, Oregon

Re: Relocated Highway 225, Douglas County, Oregon - J. R. Hutchinson and Lucy Haines Leffler and Thomas D. Leffler

Gentlemen:

Several weeks ago Mr. and Mrs. Leffler called at the office and discussed with Mr. Moorlock (?) and Mr. Barbee (?) the location across their land of the proposed relocated state highway 225. Before this matter of the location of the right-of-way has become so solidified in your process, that it cannot be changed, we wish to protest the necessity of the present proposed location.

I would appreciate very much the opportunity of conferring with you relative to the location, which location we feel is neither in the best interests of the State Highway Commission or of the landowners. The Lefflers, as I understand it, have offered to accept the compensation tendered by your department for a right-of-way if the right-of-way is moved further away from the river so that they are not deprived of the use of so much of the only available bottom land. I think their proposal is eminently fair and arrangements should be made by the state to take advantage of it.

Would you please advise me when we can confer upon this matter or when some representative from your Salem office will be in town so that we may discuss it with him.

Sincerely,

James G. Richmond

JGR:lm

Mr. Porter

RECEIVED
DEC 1 1 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3 - 1963

FOR FILING

PAVEMENT TYPE SELECTION

KELLOGG BRIDGE - YELLOW CREEK
ELTON - SUTHERLIN HIGHWAY
DOUGLAS COUNTY
Prefix 110-1435

Principal Factors Governing Selection

1. Traffic Classification: HEAVY Present ADT 400 1980 ADT 800 % Heavy Vehicles 16
   (NOTE: Increase classification one step for heavy logging use) (LOGGING AREA)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration _____ Annual Precipitation 39"±

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: when constructed to present OSHD surfacing thickness standards

5. Cost Comparisons: Not appreciable due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C. or Oil

7. Stage Construction: No problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not appreciable

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appreciable

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, an Oil oil mat for present with a future 2" A.C. wearing surface was selected.

11

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JUL 1 - 1963
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COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD [illegible]
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 19, 1963

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland 12, Oregon

ATTENTION: Mr. V. H. Dunkin

Re: Preliminary Plans
Kellogg Bridge-Yellow Creek Section
Elkton-Sutherlin Highway
Douglas County

Gentlemen:

Under separate cover we are sending you a preliminary plan of this section of the Elkton-Sutherlin Highway. Bids are presently scheduled to be opened for this project on August 27, 1963.

It is the obligation of the State to reimburse the utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities, please prepare an estimate and sketch map in accordance with PPM 30-4 and all supplements thereto.

This estimate and sketch should be retained until you receive the reduced construction plan and profile sheets and review them for differences. The estimate should be submitted to Mr. P. R. Barnhart, P. O. Box 1128, Roseburg, Field Utilities Liaison Engineer, when requested by our Legal Division.

Very truly yours,

F. D. Morgan
Construction Engineer

By [illegible]
T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

FGP:hjh

cc: L. P. Shaw
L. R. Chandler
P. R. Barnhart

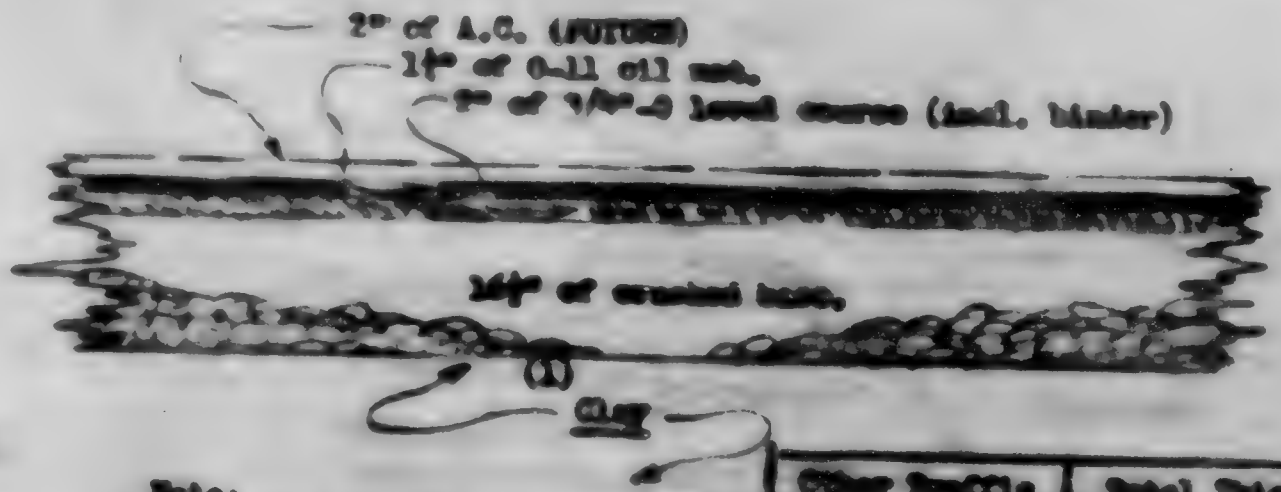
[illegible] P. SHAW

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JUL 3 - 1963
FOR FILING

Highway ELTON - SUTHERLIN (PA 232) County DOUGLAS

Length of Project 4 Miles. Sta. 375+ to Sta. 587+40±

TYPICAL SECTIONS Traffic Classif. - HEAVY (LOGGING AREA)



(1)
Typical Soil

55	LL
27	PI
85	% P200 (No Red.)
0	% Gravel
8	% Coarse Sand
7	% Fine Sand
30	% Silt
55	% Clay
9	GI Value (Corrected)

AASHO CLASSIF. - A-7-6 (18)

Note:
Revised Project Base Design submitted to show change from A.C. to Oil Mat.

Other Traffic Classif.	Total Thickness Requirements
HEAVY	18½"
MEDIUM	15"
LIGHT	11½"

Required Ballast Thick.	Required Subbase Thick.	Required Base Thick.	Required Surface Thick.	
			1½	
			2	Level
			16½	Cr Base
			19-½	
		Figure	2	A.C.
22			21-½	

PRESENT
FUTURE TOTAL

PROPOSED MATERIAL SOURCES

Location	Lab. No.	B.M.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Shrinkage Less %	Sodium Sulphate Loss %	LL	PI	To be used for:
Suitable material source to be determined by the Engineer.											

Submitted by [signature] Assistant State Highway Engineer

Recommended by [signature] Chief Locating Engineer

Recommended by [signature] Engineer of Materials

Approved by [signature] Deputy State Highway Engineer

NOTED
LLOYD P. SHAW

B.P.R.
cc State Highway Engineer
Construction Engineer
Engineer of Materials
Bureaus Engineer
Resident Engineer
Office Engineer
Bridge Engineer
Soils Engineer, Riverside
Chief Locating Engineer
Rural Engineer

I-80N-5 Heppner Jct. Interch. U'Xing, Columbia River Hwy., E. of Arlington 1963

#6314



RECEIVED
FEB 10 1966
Portland
SPWCO-CA

1 February 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Highway Facilities,
John Day Project - Changes to State
Contract 6314

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 23 September 1965 forwarding copies of change orders relative to your State Contract 6314 for construction of Hopmer Junction Interchange Undercrossing Section of Interstate Highway 80N.

Returned herewith approved in accordance with Article 1c of our agreement contract are Price Agreement No. 1, Furnish Backfill Material; Extra Work Order No. 1, Flagging; and State Force Order No. 1, Haul Pile Cutoffs to Maintenance Yard.

The costs of Price Agreement No. 1 and Extra Work Order No. 1 are properly Corps of Engineers' responsibility in accordance with Article 5b3(14). The cost incurred by State Force Order No. 1 would properly be a State obligation, inasmuch as the acquisition of these cutoffs from the contractor was for the State's use.

Sincerely yours,

3 Incl
1. PA No. 1
2. EWO No. 1
3. SFO No. 1

FRANK D. McELVEE
Colonel, Corps of Engineers
Contracting Officer

orig w/incl
to Young
2-10-66

RECEIVED
SEP 24 1965

I-80N-5

6-2-14

September 23, 1965

Mr. Frank D. McElwee
Colonel, Corps of Engineers
U. S. Army Engineer District
Bldg. 602, City-County Airport
Walla Walla, Washington

Contract No. 6314
Heppner Jct. Interchange
U'xing Section

Dear Sir:

Attached herewith and listed below are copies of change orders pertaining to the above-mentioned contract:

Order No.	Description
PA #1	Furnish backfill material
ESO #1	Flagging
SFO #1	Haul pile cutoffs to maintenance yard

Your approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:cr
Attachments (3)

cc: C. H. Maison
I. D. Merchant

RECEIVED
MAR 4 - 1965
FOR FILING
6214

March 4, 1965

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No.
DA-45-164-CIVENG-61-103
Relocation of Oregon
Highway Facilities
John Day Lock and Dam

Dear Sir:

Reference is made to your letter of February 11 regarding better liaison between our respective organizations, particularly with respect to financial obligations incurred. Comments upon your proposals are as follows:

(a) We were under the impression that all Extra Work Orders, Price Agreements, and State Force Orders on contracts administered by the State Highway Department had been submitted to your Resident Engineer, Mr. Ben Mollo' in duplicate by our Mr. J. S. Sawyer. I am currently having Mr. Sawyer re-check all of these jobs to be sure that this has been done. I am further advised that in cases where the change orders are of some magnitude, joint field inspection is made by your people and Mr. Sawyer.

You may have assurance that we will take every precaution to see that you are kept fully advised. If submission of these documents through your Resident Engineer's office is not the proper routing, please advise us of the routing you would prefer.

(b) At the end of each estimate period, you will be furnished with copies of the Resident Engineer's Project Cost Report for each project over which we have jurisdiction. In the past, we have furnished you with a listing of the unbilled accrued costs on each state-administered project.

For your further information, I am enclosing a copy of the above listing. This, again, is furnished to your Resident Engineer at Boardman.

We hope the foregoing procedures will expedite reimbursement to the State and simplify the audit at the final settlement stage.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter.
Lloyd P. Shaw
Victor D. wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
J. S. Sawyer
A. F. Parson
J. F. Putnam

LHY:mb fn

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWCO-CA

11 February 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Draft for Cooper please

Dear Mr. Cooper:

It has come to my attention that, in preparation of final payments to State contractors performing work pursuant to the terms of our agreement contract above cited, there have been several changes executed under those contracts of which my office has not been informed and as a consequence, significant changes have been made in the obligation of the Government. I believe it is to our mutual advantage to develop a system of keeping our agencies as current as possible in such matters. I submit for your consideration that the following procedures be instituted as soon as possible:

a. Submit for my approval all changes to be executed under those construction contracts administered by your office and on which the Government has cost responsibility. This procedure is prescribed in Article 1c of our agreement. Any changes already executed should likewise be furnished so that our records may be current.

b. At the end of each month that your Resident Engineer staff make available for my staff of the Resident Engineer's office located at Boardman, Oregon, copies of the most recent payment estimates processed by you and work being performed by your contractors under this agreement contract and on which you are to be reimbursed from Government obligations.

Copy To Young
2-16-65

NPWCO-CA
Mr. Forrest Cooper

11 February 1965

It is anticipated that, by the use of these procedures, processing of reimbursement to the State can be materially expedited, be more accurate, and that the obligations of the State and Federal Government be adjusted realistically as the need arises.

Your comments are requested.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

RECEIVED
FEB 15 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

Referring to U.S. Army Engineers' Agreements Nos. DA-45-164-CIVENG-61-103 and DA-45-164-CIVENG-61-265 regarding the relocation of U.S. Routes 30 and 730 around the John Day Dam. The following tabulation shows an estimate of the "Unbilled Accrued Costs" on contracts that have been awarded by the Oregon State Highway Commission.

Contract No. 5840 ——— Irrigon-Umatilla Section
Contract No. 5955 ——— Boardman Jct.-Irrigon Section
Contract No. 6014 ——— John Day River Bridge
Contract No. 6209 ——— Blalock-Arlington, G
Contract No. 6219 ——— Arlington Viaduct
Contract No. 6292 ——— Hoppner Jct. Interchange and N. Unit, Hoppner Jct.-Ploa
Contract No. 6314 ——— Hoppner Jct. Interchange Structure
Contract No. 6349 ——— E. Unit, Arlington-Hoppner Jct.
Contract No. 6351 ——— Blalock-Arlington, Stone Base and Oil
Contract No. 6388 ——— Airport Rd.-Irrigon Jct., G-P-Strs.
Contract No. 6396 ——— Airport Rd.-Irrigon Jct., 2 Strs.-Signs
Contract No. 6544 ——— Rufus-Arlington, Roadside Seeding

Cont. No.	Total Amount of Work Performed to 2-5-65*	U.S. Army Share	Amount Previously Billed	Unbilled Accrued Costs
5840	$ 379,200.00	$ 35,000.00	$ 35,000.00	$ -
5955	1,329,600.00	248,960.00	248,960.00	-
6014	2,507,116.87	1,530,677.30	1,530,677.30	-
6209	3,841,505.94	3,467,931.95	3,464,710.85	3,221.10
6219	1,269,668.11	1,269,668.11	1,269,666.01	2.10
6292	1,056,996.70	1,008,057.75	959,922.32	48,135.43
6314	83,262.83	83,262.83	-	83,262.83
6349	1,396,051.38	55,842.05	-	55,842.05
6351	587,300.59	523,142.53	480,158.90	42,983.63
6388	852,671.03	254,948.64	214,205.72	40,742.92
6396	226,033.82	101,715.22	-	101,715.22
				$ 375,905.28

* The above figures include Construction Engineering and Contingencies.

RECEIVED
DEC 8 - 1964
PORTLAND

December 8, 1964

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
350 Sansome Street
San Francisco, California 94104

Gentlemen:

On November 20, 1964, we wrote to you concerning release of final payment on Contract No. 6314, awarded to Pacific Concrete Company, an Oregon Corporation, for the Heppner Junction Undercrossing on the Heppner Junction Interchange of the Columbia River Highway in Gilliam County.

Final payment on this contract is $4,058.30 and the total contract amount is $76,140.81, including $74.82 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Pacific Concrete Co.,
and Oregon Corp.
10401 N. E. Marx St.
Portland 20, Oregon

James E. Schrem & Co.
Woodlark Building
Portland 5, Oregon

C. H. Maison
Att: John Herr

RECEIVED
NOV 19 1964
FOR FILING

J 1
6314

November 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 25 on Contract No. 6314. The contract was with Pacific Concrete Company and was for work on the Heppner Junction Interchange on the Columbia River Highway in Gilliam County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 17, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. F. Parson

bbc

RECEIVED
NOV 5 - 1964
FOR FILING

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

6 : 10 NPWCO-CA

21 October 1964

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam - OSHD Contract
6314 for Construction of Heppner
Junction Interchange

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Receipt is acknowledged of a letter from Mr. Ivan D. Merchant of your office, dated 30 September 1964, to the Resident Engineer, John Day Relocations, South Shore Resident Office, wherein he proposed to recommend to the Highway Commission that your Contract No. 6314 for the construction of the Heppner Junction Interchange be accepted as complete on 25 September 1964 and, further, that final payment to the contractor be authorized.

Upon recommendation of representatives of this office attending a final inspection of the work on 8 October 1964, I hereby concur that the work be accepted as complete as proposed and upon final determination of contract cost, the contractor be paid off and the contract closed.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

NOTED
LLOYD P. SHAW

RECEIVED
OCT 23 1964
OREGON
STATE HIGHWAY COMMISSION

Copies To
Morgan
Young 11-5-64

OREGON STATE HIGHWAY DEPARTMENT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

WEEK ENDING: May 1, 1964

NAME OF JOB: Hefner Jct. Undercrossing

CONTRACTOR: Pacific Concrete Company

DATE OF CONTRACT: August 19, 1963

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION: 1

PROJECT AUTHORIZATION: $ 82,362.13

EXCLUSIVE OF ENGINEERING: $ 83,007.49

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 78,602.85

ESTIMATED PERCENT: UNDERRUN 5.3 %

DATE WORK STARTED: March 31, 1964

SPECIFIED WORK DAYS: 120

ENGINEERING AUTHORIZATION: $

ENGINEERING COST TO DATE: $ 1,050.00

PERCENT OF AUTHORIZATION: 16.5 %

DATE PROJECT WAS COMPLETED:

FEDERAL AID PROJECT NUMBER:

ESTIMATED COMPLETION DATE: Oct. 1, 1964

WORK DAYS USED: 24

PERCENT OF TIME ELAPSED: 20.0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 42.0

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	SURFACE	OIL AND/OR MAT'L.	MAT'L. PROD.
			30.0			

	GRADING	SURFACING	MAT'L. PROD.	OIL & MISCELLANEOUS MAT'LS.	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 599 American crane with boom attachments, 1 flatbed truck, electric generator & vibrator, 1 firefighter waterwagon with pump, 1 [illegible] front end loader

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Prtly Cldy		
MONDAY 27	Prtly Cldy		Workday Charged
TUESDAY 28	Fair		"
WEDNESDAY 29	Prtly Cldy Windy		"
THURSDAY 30	Prtly Cldy		"
FRIDAY 1	Prtly Cldy		"
SATURDAY 25	Cloudy Windy		

NOTED
JOHN R. OAKES

RECEIVED
AUG 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

6314

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 21, 1963

T. Dec, Assistant Division Engineer
08-35.5 Salem, Oregon

Eng. Coordinator

Project Agreement

Attached are two copies of proposed project agreement and one copy of approved detail estimate for the following project:

I-80N-5(9)145 I-80N Heppner Branch (UPRR) Undercrossing

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

original To Young
with attach.
8-23-63

NOTED
LLOYD P. SHAW

RECEIVED
AUG 20 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 20, 1963

Pacific Concrete Co., an Oregon Corp.,
10401 NE Marx
Portland 20
Oregon

Gentlemen:

The State Highway Commission on August 19, 1963, awarded to you State Highway Contract No. 6314 for the following project:

Hoppner Junction Interchange Undercrossing on the Columbia River Highway in Gilliam County.

This award was based on your low bid of $79,333.00 which was submitted to the Commission on August 13, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. M. Young
R. G. Savage (SHAC)
I. D. Merchant

RECEIVED
AUG 22 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 19, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-5(9)145
Heppner Branch U.P.R.R. Undercrossing Section
Grading and structures

We hereby concur in award of contract by the Corps of Engineers for the subject project as requested by Mr. Porter's July 30, 1963 letter. Basis of award on this Contract No. CIVENG-45-164-63-69 is the low bid in the amount of $528,333.00 for combined Corp's and your responsibilities submitted by Pacific Concrete Company of Portland, Oregon at the July 24, 1963 bid opening in Walla Walla, Washington.

Advice of railroad approval of the design plans was received on August 15, 1963, consequently our concurrence is effective on this date.

Your share of the amount bid is $341,249.00 which is 9 percent over your engineer's and 2% under the "Government" estimate without profit for highway betterment work.

NOTED
LLOYD P. SHAW

original To Young
cc Morgan
8-22-63

RECEIVED
AUG 15 1963
FOR FILING

J N C
6314

August 14, 1963

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Re: Heppner Junction
Interchange Undercrossing
Project I-80-N
DA-45-164-CIVENG-61-103

Dear Sir:

On August 13, 1963, we opened bids for the construction of the Heppner Junction Interchange structure under the terms and conditions as set forth in Contract No. DA-45-164-CIVENG-61-103. The lowest bid was submitted by Pacific Concrete Company in the amount of $79,333. The engineers' estimate for this work was $76,683.

We furnish you herewith, a tabulation of the bids. The Highway Commission will shortly consider the bids received and it will be recommended to the Commission that it accept the low bid.

Your concurrence in the award of the contract to Pacific Concrete Company is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachment

cc A. W. Parsons, BPR
Forrest Cooper
Ivan Merchant
L. H. Young
F. D. Morgan
C. H. Maison

LHY:mb: ajw

RECEIVED
JUN 24 1963
FOR FILING

June 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

The U. S. Army Engineer District, Walla Walla, Washington has advised us that all rights of way and rights of entry have been acquired for the Heppner Branch U.P. RR Undercrossing Section, Project No. I-80N-5(9)145.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

RECEIVED
JUN 19 1963
FOR FILING

June 19, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

P.S. & E. documents have been submitted to your department for the Heppner Branch U.P.R.R. Undercrossing Section, Project No. I-80N-5(9)145, and accordingly, we are requesting your authorization to permit the U. S. Army Engineer District, Walla Walla, Washington, to advertise this project for bids on June 21, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mb

RECEIVED
JUL 1 - 1963
FOR FILING

I-80N-5
M-14

08-35.2-DA

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 19, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-80N-5(9)145
Heppner Branch U.P.R. R. Undercrossing Section
Grading & structure

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to permit the U.S. Army, Corps of Engineers, to advertise the project for bids.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in the Corps of Engineers' statement of June 7, 1963.

Approval is with the further understanding that a copy of the P.U.C. Order, issued in connection with the railroad undercrossing, and notification that the railroad has approved the design plans should be furnished prior to our concurrence in award.

original To Closing
cc Morgan
G. Ford
7-1-63

NOTED
LLOYD P. SHAW

RECEIVED
JUN 7 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

June 6, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

08-35.0

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Federal-aid Interstate Program

Mr. Young's June 3, 1963 letter submitted one Stage Two, construction phase, project to be included in the subject program. The project, listed below, has been approved effective this date.

Item	Project	Location	Work
312	I-80N-5(9)145	Heppner Branch (UPRR) U'ming	Gr., Str.

You are authorized to proceed with preparatory work for utility adjustments on this project also effective this date. We understand that the construction of the project will be administered by the U.S. Army, Corps of Engineers, as agents for the State since financing of the railroad undercrossing is their responsibility.

All work shall conform to the provisions of PPM 20-4.

This approval provides for work on 0.23 mile of highway at a total estimated cost of $346,000 with Federal funds reserved in the amount of $314,000. This action reduced your unprogrammed balance to $10,648,926 according to our records of this date.

NOTED
HOWARD P. SHAW

RECEIVED
JUL 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Original to Young
6-6-63

NOTED
P. L. PORTER

RECEIVED
JUN 28 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

June 4, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-5(9)145
Heppner Interchange Easterly
Grading and Union Pacific Railroad Undercrossing

Using a fixed amount for the Corps of Engineers quantities in determining their responsibility in connection with the subject project is approved as requested by Mr. Porter's May 31, 1963 letter.

ADDED
LLOYD P. SHAW

Original to Morgan
Copy to Young
6-5-63
mm

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 31, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Reference is made to the Heppner Branch Union Pacific Railroad Overpass structures and location of Interstate Highway 80-N on the John Day Lock and Dam Project and to a letter of May 27, 1963, from the Corps of Engineers.

Article 5d of the agreement for the relocation of Interstate Highway 80-N on the John Day Lock and Dam Project stipulates the manner in which quantities must be agreed upon between the Corps of Engineers and the Oregon State Highway Department before any contract is advertised.

The Corps of Engineers has requested in the attached letter that a deviation be made in this contract for the agreement of quantities. The structures for this contract are going to be let for a "lump sum" bid; however, as the bulk of the earthwork for this contract is the State's obligation, the Corps desires that its quantities be agreed upon as the fixed amount rather than the State's quantities as we normally do.

We have no objection to this request. We desire your consideration and approval on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

Encl.

cc **Forrest Cooper**
Lloyd P. Shaw
F. D. Morgan
L. H. Young
C. H. Maison

NOTED
LLOYD P. SHAW

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

NPWEN-RE

27 May 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Department
Obligation Cost - Heppner Branch
Overpass Structures and Location
Interstate Highway 80N

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Reference is made to Article 5 of the above-noted contract which requires that the State's responsibility for portions of the various bid items of a construction contract be predetermined and agreed upon by letters between the Government and the State prior to the advertisement of the contract. The contractor's bid prices are then used to determine the State's financial responsibility. As the project share of the rock excavation is very small in comparison to the State share, it is suggested that, on this contract only, the Government share of the excavation and embankment items be the fixed contribution to the contract amount, and the State share be variable. This letter contains a summary of Oregon State Highway Department anticipated costs and related information as to the predetermination of quantities for the above-referenced construction, and is being hand-carried to your office by Mr. Hansens. It is based on this concept.

This construction contract pertains to the construction of two Union Pacific Railroad Heppner Branch line overpass structures of Interstate Highway 80N, excavation and partial embankment of the eastbound lane of this highway between Stations 557+50 and 582+32, and rock excavation on the westbound lanes, approximately 100 feet east and west of the westbound lane overpass structure, as made necessary to meet Interstate Highway standards. Highway drainage culverts and surfacing are not involved in this contract.

2111

NPWEN-RE 27 May 1963
Mr. Forrest Cooper

Oregon State Highway Department costs include all of the work under this contract except construction of the westbound overpass structure and attendant rock excavation. One print of the "backup" cross sections covering earthwork quantities is included among the items hand-carried by Mr. Hansens. Preliminary plans for this contract were transmitted to your office on 17 May 1963.

We have scheduled the advertisement of this contract for 14 June 1963, and would therefore appreciate your comments or approval of these documents at your earliest convenience.

Sincerely yours,

J. H. Beddow

J. H. BEDDOW
Colonel, CE
Contracting Officer

2 Incl (Hand-Carried)
1. Summary
2. Cross Sections

Contract No. DA-45-164-
CIVENG-61-103

OREGON STATE HIGHWAY DEPARTMENT COSTS
RELOCATION UNION PACIFIC RAILROAD
HEPPNER BRANCH OVERPASS STRUCTURES
AND LOCATION INTERSTATE HIGHWAY 80N

27 May 1963

Item No.	Description	Quantities Net	Allow	Gross	Unit Price	Amount
1	Excavation Unclassified	176,000 C.Y.	17,600	193,600	0.85	164,560.00
2	Excavation Structural	223 C.Y.	22	245	15.00	3,675.00
3	Backfill, Structural	42 C.Y.	4	46	2.50	115.00
4	Embankment	137,000 C.Y.	13,700	150,700	0.15	22,605.00
5	Stabilization	1,800 S.Y.	180	1,980	0.30	594.00
6	Portland Cement	554 BBLS	28	582	6.00	3,492.00
7	Overpass, East-Bound I-80N	1	5%	1	L.S.	120,227.50
					Subtotal	315,268.50
					Preliminary Engineering	15,763.43
					Contract Supervision and Inspection	31,526.85
						$ 362,558.78
					Say	$ 363,000.00

EXCAVATION AND EMBANKMENT-CORPS OF ENGINEERS COSTS

Item No.	Description	Quantities Net	Allow	Gross	Unit Price	Amount
1	Excavation Unclass.	5,000 C.Y.	500	5,500	0.85	4,675.00
4	Embankment	None				None
					Subtotal	4,675.00
					Preliminary Engineering	233.75
					Contract Supervision and Inspection	467.50
						$ 5,376.25
					Say	$ 5,400.00

F-6(6) John Day River-Ochoco Jct. Sec., 1963
John Day Hwy. (Grad., Pav. & Struct.
#6315 Widening)

QA 2670
.3467

ROBERT F. MaGUIRE
ROY F. SHIELDS
WILLIAM H. MORRISON
RALPH R. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD R. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY
WALTER H. GREBE

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

December 23, 1965

Secretary of State
State of Oregon
Oregon State Highway Commission
Salem, Oregon

Re: Your File 4123

Gentlemen:

This will serve to acknowledge the settlement of the claim of our client, J. C. Denton & Sons, Inc. against L. S. Matusek arising out of contract No. 6315 for grading, paving, structuring John Day River - Ochoco Junction on the John Day Highway in Grant County. Our notice was received by your office on April 30, 1965.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Richard A. Van Hoomissen

RVH akh

Yes please handle

MAILED
C. W. HEAD

RECEIVED
MAY 5 - 1965
FOR FILING

F-6(0)
6218

May 3, 1965

Maguire, Shields, Morrison, Bailey & Horner
723 Pittock Block
Portland, Oregon 97205

Attention: Mr. Richard A. Van Houtteen

Gentlemen:

This is to acknowledge the receipt of your letter of April 29, 1965 and attached notice of claim of J. C. Denton dba, Inc. stating that L. S. Matusek owes them a balance of $9,466.13 plus interest for material and labor.

This appears to be in reference to Contract No. 6218 for grading, paving, and structure, John Day River - Chase Junction on the John Day Highway in Grant County.

It appears that you have also filed this notice of claim with the Secretary of State. When your client's claim has been paid, please let us know so that we can clear our records.

Very truly yours,

Secretary
STATE HIGHWAY COMMISSION

Att.

cc Great American Insurance Company
Wells, Reed, Wood, West Company
L. S. Matusek
Glenn L. Jackson
David B. Simpson

NOTED ON CARD
H. C.

CWH:gc

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6315)

To: Secretary of State, State of Oregon
and
Clerk, Oregon State Highway Commission, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, J. C. DENTON & SONS, INC., an Oregon corporation, with its principal office and place of business in Beaverton, Oregon, has a claim for materials and labor supplied in providing, installing and re-working guard rails, guide posts, fences and gates as part of Oregon State Highway Department Contract No. 6315, under authority of a subcontract dated September 7, 1963, by and between the aforesaid J. C. Denton & Sons, Inc. and L. S. Matusek, as amended, in the sum of $44,938.13, no part of which has been paid except the sum of $35,502.00, leaving a balance due of $9,436.13, together with interest thereon at the rate of six per cent (6%) per annum from October 1, 1964 until paid, which J. C. Denton & Sons, Inc. claims against the bond taken from the said L. S. Matusek, Principal, and Great American Insurance Company, Surety, for the work of grading, paving and structure building upon the John Day River-Ochoco Junction Section of the John Day Highway in Grant County, Oregon.

Dated this 29th day of April, 1965.

J. C. DENTON & SONS, INC.

By J W Denton
Secretary

Subscribed and sworn to before me this 29th day of April, 1965, in the State of Oregon and County of Multnomah.

Richard Van Thomson
Notary Public for Oregon
My Commission expires: Aug. 2, 1967

RECEIVED
APR 14 1965
FOR FILING

April 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the John Day River-Ochoco Jct. Section of the John Day Highway, Contract No. 6315, Project No. F-6(6) in Grant County, was completed March 5, 1965.

This work was authorized by Order for State Work No. 3 dated June 15, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:cr

cc: R. N. Chase

RECEIVED
JAN 21 1965

ROBERT E. MAGUIRE
ROBERT C. SHIELDS
WILLIAM H. MORRISON
RALPH B. BAILEY
RANDALL B. KESTER
JAMES G. SMITH
HOWARD K. BEEBE
WALTER J. COSGRAVE
NATHAN L. COHEN
JACK H. DUNN
FRANK E. MAGEE
ROBERT R. CARNEY
THOMAS E. COONEY
WINFRID KARL LIEPE
RICHARD A. VAN HOOMISSEN
THOMAS S. MOORE
DAVID C. LANDIS
PAUL W. JONES
MORTON H. ZALUTSKY

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER
ATTORNEYS AT LAW
723 PITTOCK BLOCK
PORTLAND, OREGON 97205
CAPITOL 7-2621

January 6, 1965

Great American Insurance Company
c/o Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Re: Performance Bond No. 8130399
L. S. Matusek

Gentlemen:

In reference to your bond described above, please be advised that our client, J.C. Denton & Sons, Inc., has been required to assert an action against L.S. Matusek in order to collect the contract balance due in the amount of $8,975.00 for labor and materials furnished L.S. Matusek and the Oregon State Highway Commission on the John Day-Ochoco Junction section of John Day Highway in Grant County, Oregon between September 7, 1963 and October 1, 1964. This notice is given you to advise that in the event our client is unable to collect the balance from L.S. Matusek, it will seek recovery against Oregon State Highway Commission and your company.

Very truly yours,

MAGUIRE, SHIELDS, MORRISON, BAILEY & KESTER

Richard A. Van Hoomissen

RAVH ar

cc: Oregon State Highway Commission
Salem, Oregon (See contract No. 6315)

L.S. Matusek
3760 S.W. Jerold Court
Portland, Oregon

NOTED ON CARD

RECEIVED
JAN - 7 1965
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

COPY

RECEIVED
DEC 15 1964
FILING
E-6(6)

December 15, 1964

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $2,100.00 will be made to L. G. Matusek, on Contract No. 6315 for grading, paving and structure on the John Day River-Ochoco Junction ection of the John Day Highway in Grant County, as soon as the warrant is prepared.

The total amount paid on this contract will be $559,751.13, including the post-final payment. Of the total, $4,727.91 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: L. G. Matusek
3760 S. W. Jerald Court
Portland 1, Oregon

Great American Insurance Company
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

C. H. Nelson
Attn: John Herr

RECEIVED
NOV 24 1964
FOR FILING

November 24, 1964

Mr. L. S. Matusek
3760 SW Jerald Court
Portland 1
Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 24, 1964, considered your request for 23 additional workdays to complete contract #6315 for grading-paving-structure on the John Day River-Ochoco Jct. Section of the John Day Highway in Grant County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 10 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parsons
Clayton Ansell
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Matson

RECEIVED
NOV 12 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

November 5, 1964

08-35.4-BA

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon F-6(6)
John Day River-Ochoco Jct.

Mr. Walker's letter, dated October 28, requested our concurrence in the acceptance of the subject project without the assessment of penalty to the contractor for non-specification compaction of the upper course of asphaltic concrete.

The situation presented here is a recurring problem on Federal-Aid projects in Oregon. It is our belief that a complete analysis of your present specifications, testing procedures and field control should be made in an attempt to determine the basic cause of this difficulty. Normally on a project one could expect to find a few tests with lower than the specified compaction, but when every test indicates that compaction is deficient, something is wrong. This could be from several basic causes varying from insufficient compactive effort by the contractor, a spongy base course, to a design mix that requires an abnormal compactive effort. It is noted that the mix design for the upper course Asphaltic Concrete calls for only 4.5% Asphalt. It is pointed out in the last paragraph of Mr. Walker's letter that this could be the cause of the low compaction since all other factors were the same as when the lower course Asphaltic Concrete was placed. Tests indicate that the compaction for the lower course was within the specifications.

The investigation by the Construction Department indicates that the contractor was not at fault in the case at hand. Due to the excellent riding qualities of this project, the uniformity of compaction of the upper lift averaging 91.1 with a low of 90.4, this office will concur with your request.

RECEIVED
NOV 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Walker
11-6-64

RECEIVED
NOV 2 - 1964
FOR FILING

6315

October 30, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed August 31 on Contract No. 6315. The contract was with L. S. Matusek and was for grading, paving, and structure on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 30, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

LPS:bbc

RECEIVED
NOV 3 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 28, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Attention: Mr. Gordon Brooks

RE: A.C. Compaction
John Day River-Ochoco Jct. Section
John Day Highway
Contract No. 6315

Dear Sir:

A.C. core tests on the base lift of this project show the material to be adequately compacted when compared against the 92 per cent required compaction.

A.C. core tests on the top lift show material to be below this 92 per cent compaction requirement.

A check of mixes, field procedures and all other checks were made to attempt to ascertain the cause of the low test results.

A. C. mix and asphalt content as well as its production as to temperature, etc. appear to be in line. Weather conditions were ideal. Contractor's rolling equipment and rolling procedures including continuous rolling was according to accepted practice and specifications. Production rate did not vary throughout the placement period. There was no indication that proper compaction was not being attained.

Both the field personnel in charge and the contractor have been interviewed and all parties concerned attest that proper control and procedures were diligently followed at all times. A.C. core test results on the base were suitable and, as the same procedures were followed for the top lift, the Engineer and contractor believed all specifications were being adhered to.

Recoring on the project shows some improvement probably due to existing traffic, but with exception of one area the improvement was slight.

NOTED
LLOYD P. SHAW

Generally, compactions are harder to attain on base lift than top providing depths of lifts are comparable and all other factors are constant. It appears to be reversed in this case.

Intensive investigation finds no fault with procedures and due to the fact of time lag of receiving test core results, and also the fact that the core test results now show that the average compaction on the top is 91.1 per cent with the lowest being 90.4 per cent, it is the opinion that assessment of penalty is not warranted in this case. The riding quality and appearance of the entire project is good and it is believed a good roadway has been constructed.

It is therefore requested that you concur in the above findings and that the project be accepted without penalty.

Comment should be made regarding the asphalt content in design mix on this project. Asphalt for the base course was 4.8 per cent while asphalt for the wearing course was set at 4.5 per cent. Also, this was quarry crushed rock which made it all angular. There is a possibility that with the lower asphalt content in the wearing surface, lubrication was slightly less and therefore compaction with all angular rock more difficult to attain.

Very truly yours,

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistant Construction Engineer

JHW:fp
cc L. P. Shaw

RECEIVED
OCT 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1964
FOR FILING

October 26, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 5
November 24, 1964 Meeting

Gentlemen:

A request for an extension of time has been received from L. S. Matusek, contractor on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County, Contract No. 6315. The contractor requests 23 additional workdays for the following reasons:

1. Five workdays for the production of maintenance materials under Price Agreement No. 4. The subject of production of this material was first mentioned to the contractor while the crushing plant was moving onto the job, and the Price Agreement was approved in June 1964. Because the set-up site was limited (see item 5 below), the production of this material did delay the setup of the A.C. plant by four days actual crushing time.

2. Six days because the drill crew walked off the job in a labor dispute. Although the drill crew did not work the six days in question, this did not affect the grading crew and at no time did this affect the completion of the project.

3. Four days for removal of pavement and obliteration of portions of the old highway. This work was not included on the original plans and did require the grading equipment for four workdays.

4. Two days for installation of a cattle pass for a property owner. This work was done by the pipe-laying crew and did not affect the completion of the project.

5. Six days because the setup site at the quarry was such that the crusher had to be moved out before the paving plant could be moved in. This should have been obvious to the bidders on the project and does not constitute a change of plans.

6. Although not mentioned by the contractor, there was an overrun of about 20 per cent (2400 tons) in the quantity of base rock required on the project. The production and placement of this added material required two workdays.

Our recommended time extension is as follows:

1.	Maintenance rock	4 days
2.	Drill crew walkout	0 days
3.	Obliterate old highway	4 days
4.	Cattle pass	0 days
5.	Site restrictions in quarry	0 days
6.	Overrun in base rock	2 days
	TOTAL	10 days

The Bureau of Public Roads concurs in this amount. This will reduce the number of days for which liquidated damages will be charged from 31 to 21.

This matter will be presented to you at the meeting on November 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment
cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

GLD:bjm bbc

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: October 19, 1964

In reply refer to: 08-35-DA

FROM : A. W. Parsons
Division Engineer
Salem, Oregon

SUBJECT: Time Extension, John Day-Ochoco Junction Section
John Day Highway Project F-6(6)

We concur in your recommendation for a ten-day extension on the subject project.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

October 16, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Time Extension
John Day River-Ochoco
Junction Section
John Day Highway
Project No. F-6(6)

Dear Sir:

We have received a request from L. B. Natusek, contractor on this project, for a time extension of 23 workdays. The reasons given by the contractor to justify this extension are as follows:

1. The contractor requests five workdays for the production of maintenance rock under Price Agreement No. 4. The subject of production of this material was first mentioned to the contractor while the crushing plant was moving onto the job, and the Price Agreement was approved in June, 1964. Because the set-up site was limited (see item 5 below) the production of this material did delay the set up of the AC plant by four days actual crushing time.

2. The contractor requests six days because the drill crew walked off the job in a labor dispute. Although the drill crew did not work the six days in question, this did not affect the grading crew and at no time did this affect the completion of the project.

3. The contractor requests four days for removal of pavement and obliteration of portions of the old highway. This work was not included on the original plans and did require the grading equipment for four workdays.

4. The contractor requests two days for installation of a cattle pass for a property owner. This work was done by the pipe-laying crew and did not affect the completion of the project.

5. The contractor requests six days because the set-up site at the quarry was such that the crusher had to be moved out before the paving plant could be moved in. This should have been obvious to the bidders on the project and does not constitute a change of plans.

6. Although not mentioned by the contractor, there was an overrun of about 20 per cent (2400 tons) in the quantity of base rock required on the project. The production and placement of this added material required two workdays.

Our recommended time extension is as follows:

(1)	Maintenance rock	4 days
(2)	Drill crew walkout	0 days
(3)	Obliterate old highway	4 days
(4)	Cattle pass	0 days
(5)	Site restrictions in quarry	0 days
(6)	Overrun in base rock	2 days
	Total	10 days

Your concurrence in our recommendation for a ten-day extension is requested. The completion date for this project was August 31, at which time 140 days had been charged with only 130 specified, so the additional allowance will not eliminate liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

GLD:bjm: ajw

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1964

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
John Day River-Ochoco Junction Section
John Day Highway
Project No. F-6(6)
Contract No. 6315

By letter of September 2 we submitted a request for time extension from L. S. Matusek, contractor on the subject project, along with rough drafts of letters to the Bureau of Public Roads and Highway Commission. You, in turn, requested concurrence from the Bureau of Public Roads in an extension of time in the amount of 11 days. This was by letter of September 9. The original and 2 copies of this letter are attached hereto. They were handed to us recently by the Bureau of Public Roads after discussing the request with them.

The Bureau agrees an extension of time is warranted, but insist that it be for only 10 days, not 11. They request that we modify our proposal by reducing from 5 days to 4 days the time allowed for production of maintenance rock.

This contract was completed August 31 at which time 181 workdays had been charged with only 150 specified. With a ten day extension there will still remain 21 penalty days. Assessed at $210.00 per day the contractor would be penalized $4,410.00.

The extension proposed because of maintenance rock production was a subject of varying opinions. Days recommended were as follows: Resident Engineer - 4, Division Office - none, Construction Office - 5, and Bureau of Public Roads - 4.

In the interest of cooperation and to bring this matter to a close we recommend the extension be reduced one day, from 11 to 10.

Revised rough drafts of letters to the Commission and Bureau of Public Roads are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

RECEIVED
OCT 15 1964
OFFICE OF
STATE HIGHWAY ENGINEER

GLD:bjm
Attachments

cc: L. H. Young

E-330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays #5
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 8 - 4, 19 64

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 173 days, within which to complete our Contract No. 6315, without the assessment of liquidated damages. The said contract is described as follows:
John Day River - Ochoco Jct. Section of John Day Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 5 additional days - production of maint. rock, ref: P.A.No.4.
6 days labor dispute - drilling crew walked off 5-5-64.
4 days removal of pavement - not shown on drawings.
2 days added 78" cattle pass, ref: P.A.No.3.
6 days removal of crusher and set-up paving plant - area too limited to do otherwise.

Respectfully submitted,

APPROVED BY HIGHWAY COMMISSION
DATE Dec 15, 1964 for an increase of 10 Work Days
Floyd Dacey
Secretary

L. S. Matusek
Contractor
By L. S. Matusek

CONSENT OF SURETY

Date AUGUST 5, 19 64

We, GREAT AMERICAN INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: .....
Attorney-in-fact
WELLS-REED-WOOD-WEST CO.

(SEAL)

BY: .....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6315 Contractor L. S. Matusek

Highway John Day

Section John Day River–Ochoco Jct.

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend increase be granted as follows:
four days for removal of pavement
two days for additional base material
~~XXXXXXXXXXXXXXXX~~
Four days for production of maintenance material

Recommended for Approval:

L A Warren
Division Engineer

W E Decker
asst Construction Engineer or Bridge Engineer

Lloyd W Stuart
Asst. State Highway Engineer

Contract No.	6315
Project designation	F - 6 (6) State-Federal
Date awarded	August 19, 1963
Work started	Sept. 17, 1963
Per cent completed	95 % August 12, 1964 Date
No. of Workdays Allowed	150
No. of Workdays Used	169
No. of Added Workdays Requested	22

RECEIVED
OCT 13 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1964

Mr. L. S. Matusek
General Contractor
3760 S. W. Jerald Court
Portland 1, Oregon

RE: John Day River-Ochoco Jct. Section
John Day Highway
Contract No. 6315

Dear Mr. Matusek:

The matter of extra compensation for berm ditch paving on the referenced project has been referred to the Construction Engineer's office. You have requested this compensation due to difficulties experienced in shaping the ditch for paving.

You were advised by Mr. A. F. Parson, Division Engineer, that some difficulty in construction of this berm ditch should have been anticipated by the contractor at the time of preparing his bid. It is our understanding there was no change from plan indicated conditions during construction.

In the absence of further information, we cannot recommend allowance of extra compensation in this instance.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc L. P. Shaw
A. F. Parson
C. K. Ansell

RECEIVED
OCT 6 1964
OFFICE OF

FORM S.90 REV 8-60 60607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 28, 1964

To:

F. D. Morgan
Construction Engineer
Salem

SUBJECT: John Day River-Ochoco Jct. Section
John Day Highway
Contract 6315, Project F-6(6)
Claim for Ditch Lining

Herewith copies of all correspondence pertaining to the contractor's claim on the subject ditch lining, the most recent being a letter from Mr. Matusek under date of September 8, 1964.

I have nothing further to add. Apparently, they do not recognize my letter of June 8, 1964, as being official. Will you please advise the contractor.

A. F. Parson
Division Engineer

AFP:if

Attachments

CONSTRUCTION DIVISION
SEP 30 1964
CE ACE ALE — CSE

L. S. MATUSEK
General Contractor
3760 S. W. JERALD COURT - CA. 3-4481
PORTLAND 1, OREGON

September 8, 1964

Oregon State Highway Department
c/o A. F. Parson, Division Engineer
P. O. Box 908
LaGrande, Oregon

Dear Mr. Parson:

In reference to Schrader Construction Company's Claim for additional money to reimburse them for extra concrete, etc, I have checked with Mr. G. E. Marshall, my Superintendent, and was told that both he and Mr. C.K. Ansell checked the material that was going into the areas in which the berm ditches were built and that it was the best available. Everything, to the best of my knowledge was done to do the job as required; and even then, the concrete requirements ran over a reasonable amount.

I do hope you will consider the difficulties involved in constructing the ditches, and reimburse Schrader Construction Company for the additional expenses.

Your early reply to this letter and the one from Mr. Schrader - June 10, 1964 - will be appreciated.

Very truly yours,

L. S. Matusek

LSM/bm

cc: F. D. Morgan
C. K. Ansell
R. A. Schrader

SCHRADER CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

7912 S.E. POWELL BLVD. PORTLAND 6, OREGON

PROSPECT 7-2236 PROSPECT 4-4284

June 10, 1964

Oregon State Highway Department
c/o A. F. Parson, Division Engineer
P. O. Box 908
LaGrande, Oregon

NOTED

Dear Mr. P rson:

This acknowledges receipt of your letter of June 8th, regarding our claim for extra concrete on Contract #6515, John Day River-Ochoco Jct.

We agree with your statement that the plans indicate the berm ditches to be made in rocky material, however the plans also indicate that it is to be constructed on a 1 to 1 slope and as I have pointed out in previous conversation, this material did not stabilize on a 1 to 1 slope. Also every effort was made by your people and our people to obtain the best material in making this fill. It therefore seems to me that at the very least, the State Highway Department should reimburse us for the additional quantities involved.

As you know, our job diaries and your job diaries indicate repeated phone calls and field trips requesting decisions on the condition of the slopes and that we proceeded to do the lining of this ditch in accordance with directions from your people. I am sure that the records indicate the conditions and the slope [illegible].

I hope you will reconsider this matter so that we may receive relief from a condition which is beyond the control of the contractor.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

R. A. Schrader

RAS:jp

cc: F. D. Morgan
L. S. Matusek
C. K. Ansell

NOTED

June 8, 1964
La Grande, Oregon

Mr. E. A. Schrader
Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland 6, Oregon

Dear Mr. Schrader:

This will acknowledge receipt of your claim of May 28, 1964 concerning extra pay for concrete used in contract No. 6315. John Day River-Ochoco Jct.

The plans call for construction of this berm ditch to be made in rocky material. This necessarily would indicate to the contractor in making his bid that there would be some difficulty in preparing the ditch for concrete. Since there was no change during construction over that as planned, we cannot recommend approval of your claim.

Very truly yours,

A. F. Parson
Division Engineer

AFP:dj

cc: F. D. Morgan
L. S. Matusek
C. K. Ansell

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 4, 1964

SUBJECT: John Day River-Ochoco Jct.
John Day Highway
Contract No. 6315

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850,
LaGrande, Oregon 97850

We believe you are correct in deying Mr. Schrader's claim as outlined in his letter of May 28th. You may so notify the contractor.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

P.S. Schrader's letter returned herewith.

La Grande, Oregon
June 2, 1964

John Day River-Ochoco Jct.
John Day Highway
Contract 6315

Mr. F. D. Morgan
Construction Engineer
Salem

Herewith letter from Mr. Schrader concerning the subject project. We do not consider this a justifiable claim. We further believe that this should be solved between the prime contractor and the subcontractor. We made no guarantee as to the type of material that would be used and the contractor bid the job to build the concrete ditch as per plan. Therefore, we recommend that the claim be denied. Please advise if you wish us to notify the contractor.

A. F. Parson
Division Engineer

AFP:dj
Attachment

SCHRADER CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

7918 S.E. POWELL BLVD. PORTLAND 6, OREGON

PROSPECT 7-3836 PROSPECT 4-4384

May 28, 1964

Mr. A. F. Parsons, Division Engineer
Oregon State Highway Department
P. O. Box 908
LaGrande, Oregon

Re: JOHN DAY RIVER-UMATILLA JUNCTION
Contract #6315

Dear Sir:

Mr. Matusek has given us permission to discuss the berm ditch paving directly with your office. Confirming our various conversations, the semi-final quantity for the berm ditch paving appears to be 2,520 square yards of concrete, which would require 420 cubic yards. We have placed 531.699 cubic yards in this structure, which is better than a 25% overrun.

It is our feeling this is due to the fill material being predominantly rock, which does not stabilize on a 1-1 slope as called for in your specifications and detailed on the plans. Actually, the fine materials in this area slough off, leaving areas which were other than a 1-1 slope. This, of course, required additional excavation and concrete, even though every inch of this ditch was hand-graded with templates.

We feel a reasonable settlement for this would be on the basis of 111.699 cubic yards of excavation at $3.00, and an amount of $51.12 for the 111.699 cubic yards of concrete. We have made an allowance in the concrete price for the mesh which is included in the price per square yard.

Our summation of the foregoing would be:

Drainage excavation, 111.69 cubic yards @ $3.00	$ 335.07
Concrete in place, 111.69 cubic yards @ $51.12	5,709.59
TOTAL	$6,044.66

Your early consideration of this matter will be appreciated.

Yours very truly,

SCHRADER CONSTRUCTION COMPANY, INC.

By _____
R. A. Schrader

RAS:pls
cc Mr. Matusek
Mr. Ansell

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 2734		WEEK ENDING: Sept. 18, 1964
SECTION: John Day River-Ochoco Jct.		SECTION PREFIX: 12-1038
HIGHWAY: John Day		COUNTY: Grant
NAME OF JOB: John Day River-Ochoco Jct.	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: L. S. Matusek	CONTRACT NUMBER: 6315	FEDERAL AID PROJECT NUMBER: F-6 (6)
DATE OF CONTRACT: Aug. 19, 1963	DATE WORK STARTED: Sept. 17, 1963	ESTIMATED COMPLETION DATE: Complete Aug. 31, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: SUPERVISION:	SPECIFIED WORK DAYS: 150	WORK DAYS USED: 181
		PERCENT OF TIME ELAPSED: 121
PROJECT AUTHORIZATION: $ 640,648.74	ENGINEERING AUTHORIZATION $ 45,557.24	
EXCLUSIVE OF ENGINEERING: $ 595,091.50	ENGINEERING COST TO DATE $ 56,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 570,496.96	PERCENT OF AUTHORIZATION 123%	100
ESTIMATED PERCENT: ~~XXXX~~ UNDERRUN 4 %	DATE PROJECT WAS COMPLETED:	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED

SEP 21 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed. Semi-final complete.

Mr. Shirley, Ass't Division Engineer, and Mr. Nichols, B.P.R., over the project for final inspection.

FINAL REPORT.

SIGNED C. K. Cansell

ADDRESS Box 316 Dayville

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM) ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUL 20 1964
FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Lloyd P Shaw

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 9, 1964

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Project No. F-6(6)
Files No. 32257, 34671,
and 34668
John Day River-Ochoco
Junction Section
John Day Highway
Grant County

Dear Sir:

During the time of construction of the John Day River-Ochoco Junction Section of the John Day Highway, it was found advisable to change the location of seven points of access. This matter was discussed with the District Engineer of the Bureau of Public Roads, and he had no objection to the proposed changes. In every case, the new location of the point of access more nearly fits the topography of the owners' remaining land; and is not only a benefit to the owner, but was also an enhancement to traffic flow and the safety of the highway user.

Attached are copies of two Indenture instruments wherein is shown the changes which are to be made. Attached also are Sheets No. three, four, six, seven, and eight of the Right of Way Plan for the John Day River-Ochoco Junction Section, John Day Highway, Grant County. On these sheets, shown in red color, are the locations of the new points of access.

The right of way for this project was acquired under Project No. F-6(5), and remains in an open status. Construction was performed under Federal-Aid Project No. F-6(6), John Day River-Ochoco Junction Section, John Day Highway, Grant County. Construction on this project has not been completed.

We are attaching copies of the Information for Grant or Indenture of Access sheet. Please sign the original and return to this office so that our records may reflect your concurrence in these changes.

If you have any questions in this matter, please advise.

Very truly yours,

L. I. LINDAS
Chief Counsel

By D. H. Moehring
D. H. Moehring
Assistant Right of Way Engineer

RECEIVED
JUL 1
STATE HIGHWAY DEPT.
LLOYD P. SHAW

DHM:SM:gc

477 Cottage Street N.E.
Salem, Oregon 97301

June 26, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original in FCF
C. P. [illegible]
Dist. Engineer

08-35.4-8A

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project F-6(6)
John Day River-Ochoco Jct. Section
of John Day Highway in Grant County
State Force Order No. 3 - Seeding & Mulching

Reference is made to your letter dated June 24, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original to Young
7-3-64

NOTED
LLOYD P. SHAW

RECEIVED
JUN 29 1964
FOR FILING

F-6(c)
6.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1964

To: Mr. L. P. Shaw
Assistant State Highway Engineer

Building

SUBJECT: Changes of Access Locations
Cant (R/W Files 34671 and 32257)
Humphreys (R/W File 34668)
John Day River-Ochoco Jct. Section
John Day Highway
Contract No. 6315

Attached are four copies each of requests for changes in the accesses for the above-named property owners. The requests were made by our Resident Engineer to conform to the actual construction under the present contract.

The changes for Humphreys are three minor changes in stationing with no changes in use restrictions. The changes for Cant are two minor relocations and deletion of two approaches which are found to be not needed by the property owner.

Your approval of the requested changes is recommended. Approval by the Bureau of Public Roads will be routine.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: W. T. Wright

RECEIVED
JUL 2
DIVISION OF
HIGHWAYS

Form sent to Bureau
approved July 2
1964

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 2734	WEEK ENDING: Sept. 18, 1964
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PROJECT AUTHORIZATION: $ 640,648.74	ENGINEERING AUTHORIZATION: $ 45,557.24
EXCLUSIVE OF ENGINEERING: $ 595,091.50	ENGINEERING COST TO DATE: $ 56,000.00
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 570,496.96	PERCENT OF AUTHORIZATION: 123 %
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 4 %	DATE PROJECT WAS COMPLETED:

FEDERAL AID PROJECT NUMBER	ESTIMATED COMPLETION DATE	WORK DAYS USED	PERCENT OF TIME ELAPSED	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
F-6 (6)	Complete Aug. 31, 1964	181	121	100

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE , ,					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

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SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED

SEP 21 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed. Semi-final complete.

Mr. Shirley, Ass't Division Engineer, and Mr. Nichols, B.P.R., over the project for final inspection.

FINAL REPORT.

SIGNED C. K. Cansell

ADDRESS Box 316 Dayville

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RECEIVED
JUN 29 1964

FOR FILING

I-5 (6)

6315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1964

To: Mr. L. P. Shaw
Assistant State Highway Engineer

Building

SUBJECT: Changes of Access Locations
Cant (R/W Files 34671 and 32257)
Humphreys (R/W File 34668)
John Day River-Ochoco Jct. Section
John Day Highway
Contract No. 6315

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The changes for Humphreys are three minor changes in stationing with no changes in use restrictions. The changes for Cant are two minor relocations and deletion of two approaches which are found to be not needed by the property owner.

Your approval of the requested changes is recommended. Approval by the Bureau of Public Roads will be routine.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: W. T. Wright

RECEIVED
JUN 24 1964
FOR FILING

June 24, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 22-208, covering grading and building on the John Day River-[illegible] Jct. Section of the John Day Highway in Grant County, Contract No. 6315, in connection with Federal Aid Project No. F-6(3).

This work is necessary to control erosion on cut and fill slopes. No contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of FPR 21-6.3 is requested.

The total estimated amount of the order is $3,150.00, with Federal participation of $1,890.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBP:kc

RECEIVED
JUN 19 1964
FOR FILING
E (6)
6315

La Grande, Oregon
June 17, 1964

John Day River-Ochoco Jct. Section
John Day Highway, Grant County
Contract 6315
Price Agreement No. 4

F. D. Morgan
Construction Engineer
Salem

Maintenance rock is needed for use on the John Day-Service Creek Section of the John Day Highway. In connection therewith we have obtained Price Agreement from L. S. Matusek, contractor on the subject contract, calling for the furnishing of 1/2"-0" and 1/4"-#10 mesh rock in stockpiles, stockpile measure, opposite Stations 1085 to 1097, near M.P. 123.0 on the John Day Highway on State-owned property.

We recommend approval of the attached agreement.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if

Attachment-Pig4

cc: E. S. Hunter
J. B. Bungert

RECEIVED
JUL 1 1964
FOR FILING

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 26 1964 By /s/ W. H. Bucholz
Title Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name John Day River - Ochoco Jct. Date June 15, 1964

Highway John Day Contract No. 6315 F. A. Project No. F-6(6)

County Grant Prefix 12-1038 Account No. 224,238

Description of Work To Be Done:

Grass seeding and mulching, to be done by State erosion control crews, on cut and fill slopes throughout the project, for protection against erosion and for roadside improvement.

Location by Station Numbers:

As required throughout the project.
Station 899+40 to Station 1118+00.

Estimate of Quantities and Costs:

18 acres seeding	at $ 50.00 per acre =	$ 900.00
15 acres mulching	at $ 150.00 per acre =	2,250.00
	TOTAL	$ 3,150.00

Explanation: State is equipped to do this work with special equipment that will be a saving of Public Funds. Funds were provided in Project Authorization. Work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 640,648.74
Present estimate of project cost, including $ 3,150.00 for work under this order	$ 640,648.74
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. K. Ansell, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. F. Parson, Division Engineer

Approved: /s/ L. H. Young, Office Engineer, Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

original Copy To Young 6-30-64

Monthly transaction number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
1 1 1 #-76		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County
8		Grant
		Project number F-6(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 12, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 614,089.00

Revised Federal funds $ 386,000.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22 day of April, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stuart

ASSISTANT State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
Division Engineer

By: L. E. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-6(6)

JOHN DAY RIVER-OCHOCO JUNCTION SECTION OF THE

JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include all work retained in P.S. & E. status.)

Salem, Oregon, March 27, 1964

Type Code 6201
Roadway (Sta. 8 +40 to Sta. 1113+00)(Contract 6315)

Clearing and Grubbing	All Required		$ 30,175.55
Drainage Excavation, Unclassified	1,940 cu.yds.	$ 3.00	5,820.00
Embankment Foundation Excavation, Unclassified	1,050 cu.yds.	0.75	787.50
Toe Excavation, Common	1,000 cu.yds.	0.60	600.00
General Excavation, Unclassified	350 800 cu.yds.	0.50	175 400.00
Extra for Selected Rock Slope Protection Material	21,890 cu.yds.	0.50	10,945.00
Extra for Selected Loose Riprap Material	2,000 cu.yds.	3.00	6 000.00
Extra for Selected Topsoil Material	5 400 cu.yds.	1.00	5,400.00
Short Overhaul	861,100 yd.sta.	0.01	8,611.00
Long Overhaul	35,599 C-yd.sta.	0.40	14,239.60
Finishing Roadbed and Slopes	4.11 miles	1,200.00	4,932.00
Rounding Cutbanks	5,200 lin.ft.	0.20	1,040.00
12-inch Culvert Pipe (Uncoated Metal or Concrete)	630 lin.ft.	3.20	2,016.00
18-inch Culvert Pipe (Uncoated Metal or Concrete)	1,460 lin.ft.	4.25	6,205.00
24-inch Culvert Pipe (Uncoated Metal or Concrete)	110 lin.ft.	6.00	660.00
36-inch Culvert Pipe (Uncoated Metal or Concrete)	70 lin.ft.	10.00	700.00
48-inch Culvert Pipe (Uncoated Metal or Concrete)	70 lin.ft.	18.00	1.260.00
24-inch Concrete or Uncoated Corrugated Steel Pipe	110 lin.ft.	6.00	660.00
48-inch Concrete or Uncoated Corrugated Steel Pipe	110 lin.ft.	18.00	1 980.00
36-inch Corrugated Steel Pipe, Uncoated	68 lin.ft.	10.00	680.00
36-inch Half-Circle Corrugated Steel Pipe, Uncoated	40 lin.ft.	8.00	320.00
1½-inch Galvanized Water Pipe	550 lin.ft.	1.50	825.00
Salvage and Reinstall Guard Rail	260 lin.ft.	2.10	546.00

Metal Guard Rail	9,900 lin.ft.	$ 2.45	$ 24,255.00
Rail End Pieces	22 only	4.50	99.00
Guide Posts, W-1	130 only	8.00	1,040.00
Type 2 Fence	2,600 rods	7.75	20,150.00
16' x 48" Metal Gates	20 only	100.00	2,000.00
20' x 48" Metal Gates	1 only	110.00	110.00
21' x 48" Metal Gates	2 only	150.00	300.00
Concrete Ditch Lining	2,800 sq.yd.	9.60	26,880.00
Coarse Crushed Material in Base	45,680 tons	1.45	66,236.00
3/4"-0 Material in Base	10,386 tons	1.55	16,098.30
Sprinkling	5,695 M-gal.	1.50	8,542.50
Preparation of Base	4.11 miles	200.00	822.00
3/4"-0 Material in Binder Course	430 cu.yd.	3.55	1,526.50
MC-250 Asphalt	70 tons	55.00	3 850.00
Asphaltic Concrete Mixture	13,388 tons	4.65	62,254.20
Asphalt in Mixture	739 tons	40.00	29,560.00
Extra for Paving Approaches	24 only	40.00	960.00
			$ 544,486.15
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Seeding and Mulching	All Required		3,900.00
Boulders in Channel Change	All Required		1,000.00
Cable Support of Irrigation Pipe	All Required		500.00
Signing (Temporary)	All Required		100.00
Painted Cattle Guards	All Required		200.00
			$ 10,700.00
Utilities			
Columbia Power Coop. Assn.	All Required		$ 2,938.58
Blue Mountain Telephone Co.	All Required		138.00
			$ 3,076.58
		Subtotal	$ 558,262.73
		10% Engr. & Cont.	55,826.27
		Total	$614,089.00

Length of Roadway - - - - - - - - - - - - - 4.113 miles
Cost of Roadway per Mile- - - - - - - - - $149,304.40

Federal Funds -	$386,000.00
State Funds -	228,089.00
	$614,089.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 71, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

JOHN DAY RIVER-OCHOCO JCT. SECTION

PROJECT F-6(6)

Estimated cost of work by the Blue Mountain Telephone Company:

Labor	$ 120.00	
Equipment	18.00	
	$ 138.00	Lump Sum

Estimated cost of work by the Columbia Power Coop. Assn.:

Change #2

Labor and Materials	$ 622.01	
Overhead	403.51	
Mileage	45.00	
Salvage Credit	- 72.48	Credit
	$1007.54	

Change #3

Labor and Materials	$ 344.01	
Overhead	220.40	
Mileage	10.90	
Salvage Credit	- 69.15	Credit
	$ 556.26	

Change #4

Labor and Materials	$ 741.30	
Overhead	569.92	
Mileage	60.00	
Salvage Credit	-132.44	Credit
	$1378.78	

Total		$ 2,938.58

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FOR FILING 85

PROJECT REPORT NO.

5

FC[illegible]R-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Grant

PROJECT NO.: F-6(6)

~~The State, through its Highway~~ Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 19 - John Day River to Ochoco Junction

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-63	4.113
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 610,704.00	$ 384,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd L. Stone
State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Perrens
(Division Engineer)
By: L. R. Backlund, Admin. Mgr.

Date executed by Division Engineer SEP 12 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Also, see attachment.

RECEIVED
Sep 19 196
OREGON DIVISION

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid
Project No. F-6(6)

JOHN DAY RIVER-OCHOCO JUNCTION SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, August 29, 1963

Type Code 6201
Roadway (Sta. 875+40 to Sta. 1118+00)(Contract 6315)

Clearing and Grubbing	All Required		$ 30,175.55
Drainage Excavation, Unclassified	1,940 cu.yds.	$ 3.00	5,820.00
Embankment Foundation Excavation, Unclassified	1,050 cu.yds.	0.75	787.50
Toe Excavation, Common	1,000 cu.yds.	0.60	600.00
General Excavation, Unclassified	350,800 cu.yds.	0.50	175,400.00
Extra for Selected Rock Slope Protection Material	21,890 cu.yds.	0.50	10,945.00
Extra for Selected Loose Riprap Material	2,000 cu.yds.	3.00	6,000.00
Extra for Selected Topsoil Material	5,400 cu.yds.	1.00	5,400.00
Short Overhaul	861,100 yd.sta.	0.01	8,611.00
Long Overhaul	35,599 C-yd.sta.	0.40	14,239.60
Finishing Roadbed and Slopes	4.11 Miles	1,200.00	4,932.00
Rounding Cutbanks	5,200 lin.ft.	0.20	1,040.00
12-inch Culvert Pipe (Uncoated metal or concrete)	630 lin.ft.	3.20	2,016.00
18-inch Culvert Pipe (Uncoated metal or concrete)	1,460 lin.ft.	4.25	6,205.00
24-inch Culvert Pipe (Uncoated metal or concrete)	110 lin.ft.	6.00	660.00
36-inch Culvert Pipe (Uncoated metal or concrete)	70 lin.ft.	10.00	700.00
48-inch Culvert Pipe (Uncoated metal or concrete)	70 lin.ft.	18.00	1,260.00
24-inch Concrete or Uncoated Corr. Steel Pipe	110 lin.ft.	6.00	660.00
48-inch Concrete or Uncoated Corr. Steel Pipe	110 lin.ft.	18.00	1,980.00
36-inch Corrugated Steel Pipe, Uncoated	68 lin.ft.	10.00	680.00
36-inch Half-Circle Corrugated Steel Pipe, Uncoated	40 lin.ft.	8.00	320.00
1½-inch Galvanized Water Pipe	550 lin.ft.	1.50	825.00
Salvage and Reinstall Guard Rail	260 lin.ft.	2.10	546.00
Metal Guard Rail	9,900 lin.ft.	2.45	24,255.00

Rail End Fleons	22 only	$ 4.50	$ 99.00
Guide Posts, H-1	130 only	8.00	1,040.00
Type 2 Fence	2,600 rods	7.75	20,150.00
16'x6'-0" Metal Gates	20 only	100.00	2,000.00
20'x6'-0" Metal Gates	1 only	110.00	110.00
28'x6'-0" Metal Gates	2 only	150.00	300.00
Concrete Ditch Lining	2,800 sq.yds.	9.60	26,880.00
Coarse Crushed Material in Base	45,680 tons	1.45	66,236.00
3/4"-0 Material in Base	10,386 tons	1.55	16,098.30
Sprinkling	5,695 M-Gal.	1.50	8,542.50
Preparation of Base	4.11 Miles	200.00	822.00
3/4"-0 Material in Minor Course	430 cu.yds.	3.55	1,526.50
MC-250 Asphalt	70 tons	55.00	3,850.00
Asphaltic Concrete Mixture	13,388 tons	4.65	62,254.20
Asphalt in Mixture	739 tons	40.00	29,560.00
Extra for Paving Approaches	24 only	40.00	960.00
			$344,486.15
Flagging (37½% of Contractors Cost)	All Required		$ 5,000.00
Seeding and Fulching	All Required		3,900.00
Deviations in Channel Change	All Required		1,000.00
Cable Support of Irrigation Pipe	All Required		500.00
Signing (Temporary)	All Required		100.00
Painted Cattle Guards	All Required		200.00
			$ 10,700.00
		Subtotal	$355,186.15
		10% Engr. & Cont.	55,517.85
		Total	$410,704.00

Length of Roadway - - - - - - - - - - - - 4.113 miles
Cost of Roadway per Mile - - - - - - - - $148,481.49

Federal Funds -	$ 384,000.00
State Funds -	26,704.00
	$410,704.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 229, Laws 1931.
State Funds for Maint.: Chap. 329, Laws 1939

Work Reported in P.S.E. Status

Description	Total Cost	Federal Funds	State Funds
Work by Columbia Basin Electric	$2,970.00	$1,670.00	$1,100.00
Work by Blue Mountain Telephone	330.00	200.00	130.00
	$3,300.00	$2,070.00	$1,230.00

Oregon State Highway Department

Federal Aid
Project No. F-6(6)

JOHN DAY RIVER-OCHOCO JUNCTION SECTION OF THE

JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications.
Not as a basis for project agreement.)

Salem, Oregon, July 11, 1963

Type Code 6201
Roadway (Sta. 899+40 to Sta. 1118+00)

Clearing and Grubbing	All Required		$ 10,000.00
Drainage Excavation, Unclassified	1,940 cu. yds.	$ 3.00	5,820.00
Embankment Foundation Excavation, Unclassified	1,050 cu. yds.	.75	787.50
Toe Excavation, Common	1,000 cu. yds.	.50	500.00
General Excavation, Unclassified	350,800 cu. yds.	.46	161,368.00
Extra for Selected Rock Slope Protection Material	21,890 cu. yds.	.50	10,945.00
Extra for Selected Loose Riprap Material	2,000 cu. yds.	3.00	6,000.00
Extra for Selected Topsoil Material	5,400 cu. yds.	1.25	6,750.00
Short Overhaul	861,100 yd. stas.	.01	8,611.00
Long Overhaul	35,599 C-yd. stas.	.40	14,239.60
Finishing Roadbed and Slopes	4.11 miles	1,000.00	4,110.00
Rounding Cutbanks	5,200 lin.ft.	.20	1,040.00
12-inch Culvert Pipe (Uncoated Metal or Concrete)	630 lin.ft.	3.75	2,362.50
18-inch Culvert Pipe (Uncoated Metal or Concrete)	1,460 lin.ft.	5.00	7,300.00
24-inch Culvert Pipe (Uncoated Metal or Concrete)	110 lin.ft.	7.50	825.00
36-inch Culvert Pipe (Uncoated Metal or Concrete)	70 lin.ft.	14.50	1,015.00
48-inch Culvert Pipe (Uncoated Metal or Concrete)	70 lin.ft.	25.00	1,750.00
24-inch Concrete or Uncoated Corrugated Steel Pipe	110 lin.ft.	7.50	825.00
48-inch Concrete or Uncoated Corrugated Steel Pipe	110 lin.ft.	25.00	2,750.00
36-inch Corrugated Steel Pipe, Uncoated	68 lin.ft.	14.50	986.00
36-inch Half-circle Corrugated Steel Pipe, Uncoated	40 lin.ft.	10.00	400.00
1½-inch Galvanized Water Pipe	550 lin.ft.	1.00	550.00
Salvage and Reinstall Guard Rail	260 lin.ft.	2.00	520.00
Metal Guard Rail	9,900 lin.ft.	2.50	24,750.00

Rail End Pieces	22 only	$ 5.00	$ 110.00
Guide Posts, W-1	130 only	7.50	975.00
Type 2 Fence	2,600 rods	7.00	18,200.00
16' x 48" Metal Gates	20 only	100.00	2,000.00
20' x 48" Metal Gates	1 only	125.00	125.00
28' x 48" Metal Gates	2 only	150.00	300.00
Concrete Ditch Lining	2,800 sq. yds.	6.00	16,800.00
Coarse Crushed Material in Base	45,680 tons	1.40	63,952.00
3/4" - 0 Material in Base	10,386 tons	1.50	15,579.00
Sprinkling	5,695 M-gals.	3.00	17,085.00
Preparation of Base	4.11 miles	250.00	1,027.50
3/4" - 0 Material in Binder Course	430 cu. yds.	3.75	1,612.50
MC-250 Asphalt	70 tons	48.00	3,360.00
Asphaltic Concrete Mixture	13,388 tons	3.90	52,213.20
Asphalt in Mixture	739 tons	38.00	28,082.00
Extra for Paving Approaches	24 only	30.00	720.00
			$496,345.80
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Seeding and Mulching	All Required		3,900.00
Boulders in Channel Change	All Required		1,000.00
Cable Support of Irrigation Pipe	All Required		500.00
Signing (Temporary)	All Required		100.00
Painted Cattle Guards	All Required		200.00
			$ 10,700.00
Utilities			
Columbia Basin Electric	All Required		$ 2,700.00
Blue Mountain Telephone	All Required		300.00
			$ 3,000.00
	Subtotal		$510,045.80
	10% Engr. & Cont.		51,004.20
	Total		$561,050.00

Length of Roadway ..... 4.113 miles
Cost of Roadway Per Mile $136,408.94

Federal Funds	$353,000.00
State Funds	208,050.00
	$561,050.00

RECEIVED
FEB 17 1964
FOR [illegible]

February 17, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the placing of boulders in river channel on the John Day River-Ochoco Jct. Section of the John Day Highway in Grant County, Contract No. 6315 in connection with Federal-Aid Project No. F-6-(6).

This work is necessary for fish refuge where the river channel has been changed. This is an anticipated item of the contract.

This work was verbally approved by the BPR District Engineer and the Field authorized to proceed as an emergency measure February 10, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
FEB 6 - 1964

FOR FILING

F 6(6)

6 : 12

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 31, 1964

SUBJECT: John Day River-Ochoco Jct. Section
John Day Highway
Contract 6315

To: Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. G. L. Decker

Pursuant to your request of January 23, 1964, a meeting was held with Mr. James Cant and Resident Engineer C. K. Ansell concerning Mr. Cant's request for a stock pass. A decision was made to install the stock pass at approximately Station 1079+50, using a 78-inch corrugated iron pipe.

Mr. Cant is a very reasonable man in spite of his 85 years, and is very happy to know that we are going to give him a stock pass.

Mr. Ansell will submit a price agreement and the stock pass will be installed.

Mr. A. F. Parson
Division Engineer

AFP:if

cc: Mr. Lloyd Shaw
Mr. K. A. Chatwood
Mr. C. K. Ansell

RECEIVED
LLOYD P. SHAW

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JAN 14 1964
FOR FILING
6315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 10, 1964

To:

SUBJECT: John Day River-Ochoco Jct. Section
John Day Highway
Contract 6315
Anonymous Complaint

MEMO to the FILES:

Mail to Tom Edwards

I have investigated the anonymous complaint concerning irregularities of the Columbia Power Coop in the adjustment of power poles on the subject project. The resident engineer used an inspector to observe the work of the utility company at all times except for one day during the period the utility company was adjusting the facilities. This one day is the only time that the utility company might possibly have worked elsewhere and charged the work to the State. No gravel or rock was utilized in adjusting the company's facilities. There might be a possibility that the utility company may have taken rock from State-owned stockpile without permission, but we have no knowledge of this. Therefore, I see no basis for the anonymous complaint.

It is rumored that some people in Kimberly are "feuding" with the manager of the Columbia Power Coop. This letter may be a part of this feud.

Alfred Shirley Jr

Alfred Shirley, Jr.
Assistant Division Engineer

AS:if

NOTED
TOM EDWARDS

RECEIVED
JAN 13 1964
DIV. E
ASST. DIVISION ENGINEER

RECEIVED
DEC 17 1963
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 4

December 4, 1963

NOA

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Attention: Mr. G.R. Brooks
District Engineer

Dear Sir:

We are enclosing for the records and files of the Bureau of Public Roads two photo copies of an agreement with the Blue Mountain Telephone, Inc. covering construction on the John Day River-Ochoco Junction Section of the John Day Highway in Grant County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc. 2

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Blue Mountain Telephone, Inc.

cc - T. W. Litchfield

1-22-63

477 Cottage Street N.E.
Salem, Oregon - 97301

November 19, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

08-35.2DA

Oregon Project F-6(6), John Day River-Ochoco Jct. Section
Blue Mountain Telephone Co. Utility Adjustment

Our memorandum dated July 22, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

Your proposed agreement with the above-mentioned utility is satisfactory and we hereby approve the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated November 6, 1963. Reimbursement on an agreed lump sum basis of $138.00 is approved. Returned herewith are your two original copies of the agreement. Two conformed copies of the agreement should be furnished for our files and approval after it has been executed.

Our program memorandum dated July 17, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were verbally authorized to proceed with actual adjustments for the above-mentioned utility effective on October 9, 1963.

Encl.

MISC. CONTRACTS and AGREEMENTS No. 2670

December 3, 1963

Agenda Item 4-q

Columbia Power Cooperative
Monument,
Oregon

Attention: Mr. B.M. Spain

Gentlemen:

We are enclosing for the records and files of the Columbia Power Cooperative a fully executed copy of a Utility Adjustments Agreement between the State Highway Commission and the Columbia Power Cooperative covering power line adjustments on the John Day-Ochoco Junction Section of John Day Highway in Grant County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
DEC 2
FOR FILING

FORM CO-134 (9-22-59)
(FREE: 97 A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

F-6(6)

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
08-35.2DA Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon - 97301

DATE: November 19, 1963

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-6(6), John Day River-Ochoco Jct. Section
Blue Mountain Telephone Co. Utility Adjustment

Our memorandum dated July 22, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

Your proposed agreement with the above-mentioned utility is satisfactory and we hereby approve the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated November 6, 1963. Reimbursement on an agreed lump sum basis of $138.00 is approved. Returned herewith are your two original copies of the agreement. Two conformed copies of the agreement should be furnished for our files and approval after it has been executed.

Our program memorandum dated July 17, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were verbally authorized to proceed with actual adjustments for the above-mentioned utility effective on October 9, 1963.

Encl.

Copies received and approved for
Blue Mtn Telephone Co facilities on John Day
River - Ochoco Jct Section in $138.00 lump
sum agreement

NOTED
R. L PORTER

RECEIVED
NOV 15 1963
FOR FILING
F - 10
6315

November 14, 1963

Oregon State Highway Commission

Gentlemen:

On the agenda for the November 22 meeting will appear the matter of entering into an agreement with the Columbia Power Cooperative to cover power line adjustments on the John Day-Cohoco Junction Section of the John Day Highway in Grant County. This is on Contract No. 6315. The Cooperative is entitled to reimbursement for adjusting its lines that are now on right of way under its control. It is estimated that the cost will be slightly in excess of $3,000.

As this is a proper cost against the project, I recommend that you execute the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison

RLP:ms bbc

RECEIVED
OCT 18 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon

October 14, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: C. R. Brooks
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

08-35-EC

Oregon Project F-6(6), John Day River - Ochoco Junction Section
Columbia Power Cooperative Utility Adjustment

Our memorandum dated July 22, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the corrected proposed agreement with the above mentioned utility, as well as the plans and estimate attached thereto, transmitted with Mr. Young's letter dated October 8, 1963. Returned herewith are your two original copies of the agreement. An additional copy of the executed agreement should be furnished for our office files.

Our program memorandum dated July 17, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were verbally authorized to proceed with actual adjustments for the above mentioned utility effective on October 9, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Attachment

original to Young
with attach.
10-17-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 4 1963
FOR FILING
I
6315

October 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the John Day River-Ochoco Jct. Section of the John Day Highway in Grant County, Contract No. 6315 in connection with Federal-Aid Project No. F-6(6).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DEPier

Enclosure

RECEIVED
OCT 2 1963
FOR FILING

October 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the John Day River-Ochoco Jct. Section of the John Day Highway in Grant County, Contract No. 6315 in connection with Federal-Aid Project No. F-6(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.
DBP:lt

RECEIVED
AUG 20 1963
COMMISSIONERS
FOR FILING

GLEN [illegible] MEDFORD
KENNETH N. FRIDLEY, MEMBER WASCO
DAVID S. SIMPSON, MEMBER PORTLAND
FLOYD QUERY, SECRETARY SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 20 1963

Mr. L. S. Matusek
3766 SW Jerald Court
Portland 1
Oregon

Dear Sir:

The State Highway Commission on August 19, 1963.
awarded to you State Highway Contract No. 6315
for the following project:

Grading-paving-structure widening on the John Day River-Ochoco Jct. Section of the John Day Highway in Grant County.

This award was based on your low bid of $555,555.55
which was submitted to the Commission on August 15, 1963.
for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
AUG 27 1963
FOR FILING
F-6(6)
6315

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 19, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-6(6)
John Day River - Ochoco Jct. Section
Grading and paving

As requested in Mr. Young's letter of August 14, 1963 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6315 to L. S. Matusek of Portland, Oregon, low bidder in the amount of $555,555.55 at the August 13, 1963 bid opening.

Mr. Litchfield's August 14, 1963 letter transmitted copies of proposed agreements with the utilities involved in this project. As stated in our July 22, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
cc Litchfield
8-27-63

NOTED
LLOYD P. SHAW

RECEIVED
AUG 14 1963
FOR FILING

F-6(6)

August 14, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to bids received on August 13, 1963 for the construction of the John Day River-Ochoco Junction Section, Project No. F-6(6).

L. S. Matusek of Portland submitted the low bid of $555,555.55 which was $54,689.55 (10.92%) over the Engineers Estimate of $500,866.00. Rogers Construction Company was second low bidder with a bid of $556,782.00 and Crossbeck-Durbin Inc. was third low bidder with a bid of $573,821.30. Five other bids were received ranging from $622,015.00 to $745,839.50.

All of the bids received were from qualified contractors.

As the three lowest bids are only approximately 3% apart, we feel the bids are reasonable and the Engineers Estimate was slightly low. We also feel it is in the public interest to award the contract for this project at this time rather than to delay construction by readvertising for bids at a later date.

All rights of way and rights of entry have been acquired for the project.

It is therefore requested that the Bureau of Public Roads concur in the award of this contract. We would appreciate it if this matter could be expedited.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY :es
cc: R. L. Porter
L. P. Shaw
R. W. Chase

RECEIVED
AUG 15 1963
FOR FILING
F-6(1)

August 14, 1963

Mr. Warne Munn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Munn:

Attached is a suggested reply to Mrs. Mary Anne Berg of Bayville for the Governor's consideration.

Before negotiating with Mrs. Humphreys, the State secured the services of Mr. Ernest Henry as an appraiser. In my opinion, Mr. Henry is possibly one of the two or three most competent farm appraisers in Oregon. I am sure that he considered every facet of this problem and that Mrs. Humphreys has received fair and impartial treatment. Mrs. Humphreys' ranch is a very extensive holding and has a total value of at least $250,000.

We cannot agree with Mrs. Berg that the Humpreys' ranch is ruined.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc R. L. Porter
Victor D. Wolfe

RLP:ms bbc

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
August 14, 1963
File No. 34668 - Humphreys

Mrs. Mary Anne Berg
Dayville, Oregon

Dear Mr. Berg:

I have your letter of August 3 in which you call to my attention a highway transaction between the State Highway Commission and your friend, Mrs. Lulu Humphreys. My response has been delayed to permit an inquiry into the matter.

The limitations imposed by the terrain and the high standard of design necessary for safety on a modern highway have made it necessary to acquire some valuable farm land on this project.

I find that the Highway Department recognized the possibility of creating an economic imbalance between hay land and grazing land on Mrs. Humphreys' property. The Highway Department has dealt with her on the basis of hauling topsoil, and restoring to a productive capability, two acres of land in lieu of a similar area of hay land which is being destroyed by the highway project. Mrs. Humphreys was also compensated for the taking. We believe that the transaction represents fair dealing and is accepted by Mrs. Humphreys as the best arrangement possible under the circumstances.

It is the opinion of the agricultural expert hired by the Highway Department to appraise the situation that a proper restoration has been made.

cc R. L. Porter
Victor D. Wolfe

WTW:sm bbc

* Please reply

Prineville, Oregon
August 3, 1963

Hwy

Hon. Mark O. Hatfield
Governor of State of Oregon
Salem, Oregon -

Dear Gov. Hatfield -

First of all I hope you will personally read this letter. I am writing in behalf of a very dear old friend of mine Mrs. Lulu Humphreys she doesn't, however, know I'm writing this. It seems is to be built a new section of "Hiway 19" through her ranch, it is the Rock Creek Jct. Kimberly section, 5 miles. The contract for building this is to be let Aug. 13 I believe, and I hope I am not too late with this for some consideration Mrs Humphreys is one of Eastern Oregon's pioneer and most precious women, who has been widowed twice by death and raised nine children practically alone. She has this large sheep and cattle ranch which has always been unbalanced as far as hay is concerned, and she has had to buy hay every winter for her stock and still she has been successful - but with the coming of the P. E. A (Power Line) a few years ago she cleared 20 acres more of sage brush land and is able to raise

Going to Portland

AUG - 5 1963

alfalfa hay on it by electrically pumping water out of the John Day river and this has helped her tremendously. If the new section, as is presently surveyed, will go then this 21 acres mining it, the old road gives her only 2 acres back. She is assessed for taxes at $1.00 per acre for this land, her pumping set up cost her $2,000 - and I believe the state is paying her only $3,000 (3) damages and mining it forever. If some thing can be avoided some way, I am married to an Engineer who is in Alaska now, and in all of his road and R. E. A. surveying he was, is most Considerate of the ranchers.

Mrs. Humphreys by the way is 80 years old and still very active. Four of her sons served in World War II, helping save our Country. My Brother-in-law Chester A. Cummings is assistant State Engineer (Water Dept) you might discuss this with him to affirm my statements.

We think Ben Musa did you wrong recently but don't let him heckle you, we know you are going big places and are all for you.

Thank you for your Consideration.

Very Sincerely

(Mrs) Mary Anne Berg

Dayville, Oregon

RECEIVED
JUL 29 1963
FOR FILING
F-6(6)

477 Cottage Street, N. E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 22, 1963

Original signed by
G. R. Brooks
Dist. Engineer

By:
A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-DA

Oregon Project F-6(6)
John Day River-Ochoco Jct. Section
Grading and paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, is now available for occupancy and contractor's use and that no displacement of people was necessary after relocation assistance requirements were established as indicated in Mr. Wright's July 15, 1963 letter.

Our approval is with the further understanding that contract provisions relative to non-discrimination, furnished with Instructional Memorandum 20-1-63, dated July 18, 1963, will be furnished to prospective bidders and be physically included in the contract for the work.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe and July 1, 1963 issue of Supplemental General Provisions is approved for this specific project.

Your July 17, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
JUL 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
with attach.
cc Gifford
7-26-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 26 1963
FOR FILING

477 Cottage St. N.E.
Salem, Oregon

July 17, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.0 Salem, Oregon

Oregon Federal-aid Primary Program

Mr. Nash's July 12, 1963 letter submitted two Stage 2 projects for inclusion in the subject program. The urban area project (Item 428) has been approved by our Regional office and we are approving Item 427, both effective on this date. These two projects are listed as follows:

Item	Project	Location	Work
427	F-6(6)	John Day River-Ochoco Jct.	Grade, pave
428	F-322(6)	W. Salem Urban Boundary - Patterson St.	Landscaping

You are authorized to proceed with preparatory work for utility adjustments in connection with Item 427.

These approvals provide for improvements on 5.21 miles of roadway at a total estimated cost of $665,000 with Federal-aid funds reserved in the amount of $400,000. This action reduces your unprogramed balance of primary funds to $6,604,301 according to our records of this date.

RECEIVED
JUL 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
7-26-63

NOTED
LLOYD P. SHAW

RECEIVED
MAR 19 1963
FOR FILING

(F-6(c)
050

March 18, 1963

Mr. Reino O. Koski
Chief of Liberations
Oregon State Game Commission
Post Office Box 4136
Portland 8, Oregon

Dear Mr. Koski:

Reference is made to your letter of January 10 requesting that the channel change construction on the proposed project on the Ochoco Junction Section of the John Day Highway be limited to the period between July 1 and September 1.

It is our desire to cooperate, but we believe that such a restriction written into the contract under existing circumstances would prevent the completion of the project during the year 1964 and, therefore, is not in the public interest.

It is suggested that when a contract is let, your desire be imparted to the people constructing the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
A. F. Parson
L. H. Young

JEM:jd: ajw

JOSEPH W. SMITH, CHAIRMAN
KLAMATH FALLS
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

SHAW

January 10, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

Reference is made to our letter of January 9, 1963, with comments pertaining to the channel change plans on Ochoco Junction Section, John Day Highway.

We would like to recommend that any channel disturbance by construction, be limited to the period between July 1 and September 1. At other times, there are substantial numbers of fish migrating through the area.

Thank you for the additional consideration of this request.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By Reino O. Koski

Reino O. Koski
Chief of Liberations

ROK:dm
cc: Bill Clothier

Morelock
Check this B.

CONSTRUCTION DIVISION
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JAN 18 1963
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RECEIVED
JAN 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

RECEIVED
JAN 14 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 18 1963

FORM E-20 50M 8-62 43806

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1963

SUBJECT:

To: MEMO TO FILE

On this date, Mr. Homer Damon, Mr. Joe Cahill, and Mr. Hollis Owens were in the office inquiring about when they could expect highway improvement work to be undertaken in the John Day vicinity. They were informed that two projects on approved programs, namely, the John Day River-Ochoco Junction Section and the Flat Creek-Fields Creek Section, both on the John Day Highway, in Grant County would be undertaken probably some time this fall. I attempted to make clear to these gentlemen that program scheduling this far in advance was not a definite and certain matter but that the Highway Commission had placed both of these projects on approved programs and they would be undertaken when financing was available.

They stated that they would probably request an audience before the Highway Commission at its next meeting but would make their wishes known in writing in the next few days. Mr. Owens talked to Mr. Sipprell relative to truck size limitations on the John Day Highway.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

RECEIVED
FEB 26 1963
FOR FILING

JOSEPH W. SMITH, CHAIRMAN
KLAMATH FALLS
[illegible] LESTER
ROLLIN E. BOWLES, PORTLAND
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

F-(1-)

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

SHAW

January 10, 1963

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

Reference is made to our letter of January 9, 1963, with comments pertaining to the channel change plans on Ochoco Junction Section, John Day Highway.

We would like to recommend that any channel disturbance by construction, be limited to the period between July 1 and September 1. At other times, there are substantial numbers of fish migrating through the area.

Thank you for the additional consideration of this request.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By Reino O. Koski

Reino O. Koski
Chief of Liberations

ROK:dm
cc: Bill Clothier

NOTED
R. L. PORTER

NOTED
LLOYD P. SHAW

RECEIVED
JAN 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 14 1963
OREGON
STATE HIGHWAY COMMISSION

original To Barbee
1-15-63

JOSEPH W. SMITH, CHAIRMAN
KLAMATH FALLS
JOHN P. AMACHER, WINCHESTER
ROLLIN E. BOWLES, PORTLAND
TALLANT GREENOUGH, COQUILLE
WAYNE E. PHILLIPS, BAKER

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 4136
PORTLAND 8

January 9, 1963

Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Dear Sir:

Reference is made to Mr. Paxson's letter of December 10, 1962 relative to the preliminary plans for the John Day River - Cchoco Junction Section.

Sheet numbers 1,2,3,4, and 6 of the plans were sent to the field for inspection. These sheets showed about 2,700 feet of channel change.

The boulder placement shown for the channel changes should provide sufficient cover and eddy water. No spawning habitat is involved in this section of river. It is felt that the size of the boulders should be in excess of 6 feet in diameter for best results. The plans are approved as shown.

Thank you for the opportunity of reviewing the plans of this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By Reino O. Koski

Reino O. Koski
Chief of Liberations

NOTED
LLOYD P. SHAW

RCK:dm

cc: Bill Clothier

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1963
OREGON
STATE HIGHWAY COMMISSION

Copy To Morgan
1-15-63

RECEIVED
DEC 19 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

December 14, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-6(5)
John Day River-Ochoco Highway Jct.
Parcel 34668 (L. Humphrey)

The State's proposed acquisition of the above mentioned parcel is appraised at $3,325.00. In addition, the State proposes construction obligations of over $4,000.00 for removing topsoil from the right of way for the property owner's use plus removing surfacing from the present highway and abandoning the old right of way to the owner. Inasmuch as these proposed obligations are in lieu of damage allowances, it will be necessary that a second fee appraisal on the before and after basis be prepared in accordance with State policies and procedures. The appraisal should be prepared on the basis of a right of way taking assuming that the above mentioned construction obligations are not performed. The alternate appraisal may be made on the assumption that such proposed obligations are to be performed. Such appraisals will indicate whether or not the proposed settlement is justified and therefore eligible for full Federal participation.

RECEIVED
DEC 19 1962

Original To Cowright
Copy To Young
12-18-62

NOTED
R. L. PORTER

RECEIVED
DEC 11 1962
FOR FILING

File(c)

December 10, 1962

Mr. P. W. Schneider, Director
Oregon State Game Commission
Post Office Box 4136
Portland 8, Oregon

Re: John Day River-Ochoco Junction
Section
John Day Highway
Grant County

Big Creek-Rock Creek Section
Lower Columbia River Highway
Clatsop County

Dear Mr. Schneider:

Enclosed are prints from our drawings, Sheet Nos. 1, 2, 3, 4, and 6 of the preliminary plans for the John Day River-Ochoco Junction Section of the John Day Highway in Grant County. These show three channel changes on the John Day River. I call your attention to the provision for clusters of boulders in the channel change to facilitate the passage of fish.

Also enclosed are prints from our drawings, Sheet Nos. 1, 2A, 4, and 7 of the preliminary plans for the Big Creek-Rock Creek Section of the Lower Columbia River Highway in Clatsop County. These show three pipe culverts serving small waterways within the section.

Will you please examine these plans and advise as to their adequacy for passage of fish.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:fn

Encl.

cc Forrest Cooper

FORM E-30 50M 6-61 30681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 7, 1962

SUBJECT: Preliminary Plans

To:

Mr. G. S. Paxson
Deputy State Highway Engineer
Salem, Oregon

☐ Culverts

☒ Channel Changes

The following preliminary plans are transmitted herewith for your review with the Fish Commission of Oregon and the Oregon State Game Commission prior to contracting.

Bids are to be received on January 29, 1963

John Day River - Ochoco Junction Section

John Day Highway Grant County

Sheet No.	Stream Name	Station	Culvert Size Or Channel Change
1		Title Sheet	
2	John Day River	Typical Sec.	90' - 100' Channel Change
3	"	912-923	"
4	"	937-946	"
6	"	991-998	"

Frank L. Hall
Chief Designer

By:

Plans attached show boulders to be placed in channel changes for fish refuge.

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2-A	Summary
3-10	Plan & Profile

Dwg. No's.

2085-Fence
2091-C.M.P. Installation Details
2094-Guard Rail
2106-Guide Posts
2112-Sloped Ends For C.M.P.

JOH

STATE OF O

STATE HIGHWAY

PLANS FOR PROPOS

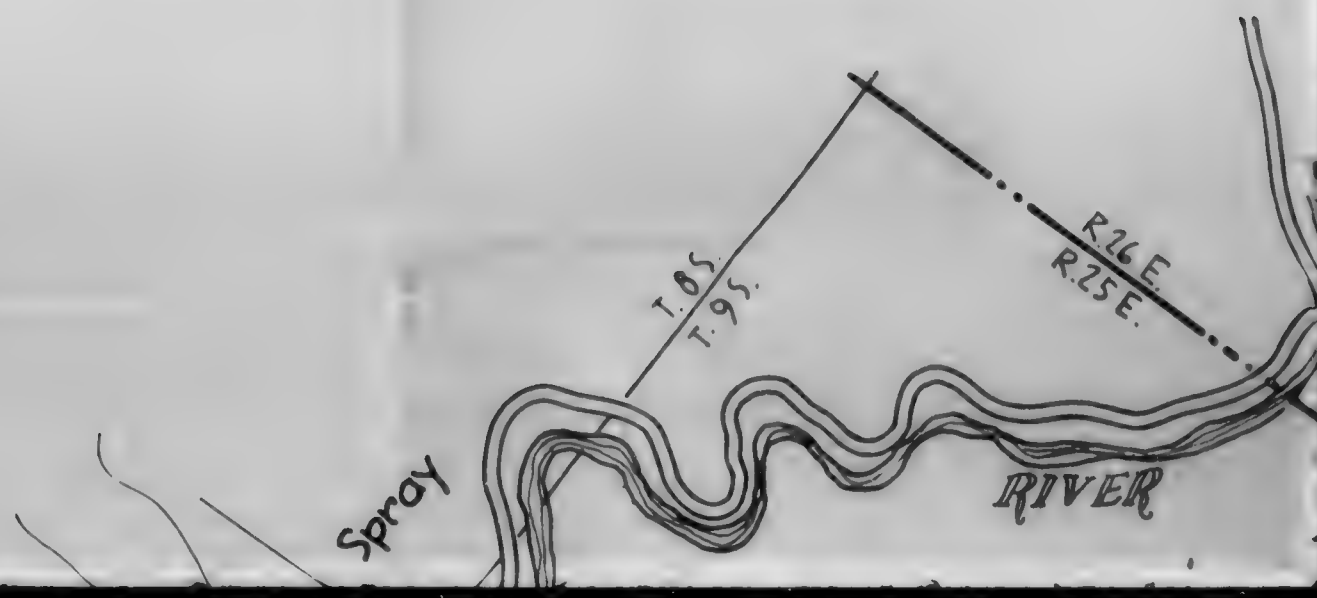
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Y DEPARTMENT

OSED PROJECT

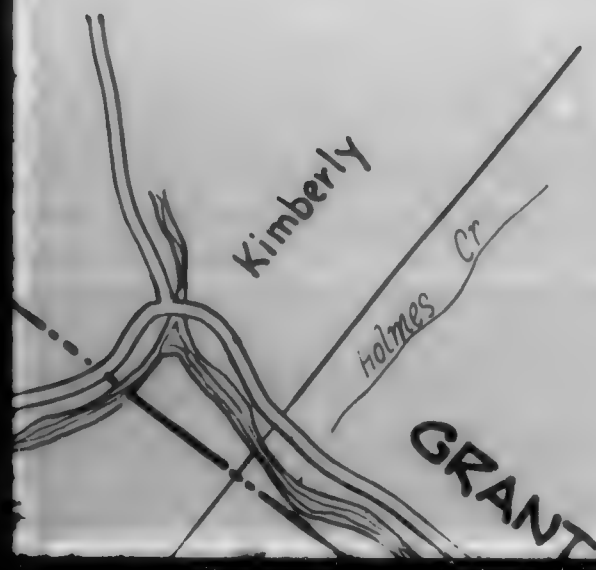
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HOCO JCT SECTION

HIGHWAY

OUNTY

Y, 1963



BEGINNING
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JOHN DAY RIVER-OCHOCO JCT. SECTION JOHN DAY HIGHWAY GRANT COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

PRELIMINARY COPY
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SUBJECT TO CHANGE
ROAD DESIGN SECTION

ON

NING OF PROJECT
STA. 899+40

D OF PROJECT
18+00

CONVENTIONAL SIGNS

- State Line
- County Line
- City or Town Limits
- Township Line
- Section Line
- Donation Land Claim Line
- Fence Line
- Guard Rail
- Unfenced Property or Right of Way Line
- Existing Roads
- Trails
- Base or Survey Line
- Railroads
- Retaining Wall
- Culverts
- Drop Inlet
- Trolley Pole
- Power Pole
- Telephone or Telegraph Poles
- Marsh
- Irrigation Ditches
- Bridges
- Trees



Sketch Map

Scale 0 2 4 Miles

Holmes

GRANT CO.

WHEELER CO.

Branson Cr.

Sonny Cr.

Dick Cr.

T.9S.
T.10S.

T.10S.
T.11S.

T.11S.
T.12S.

OCHOCO HWY.

Rock Cr.

TO MITCHELL

4 Miles

STATE HI

Glenn L. J

Kenneth N

David B.

END OF PROJE
STA. 1118+00



STATE HIGHWAY ENGINEER

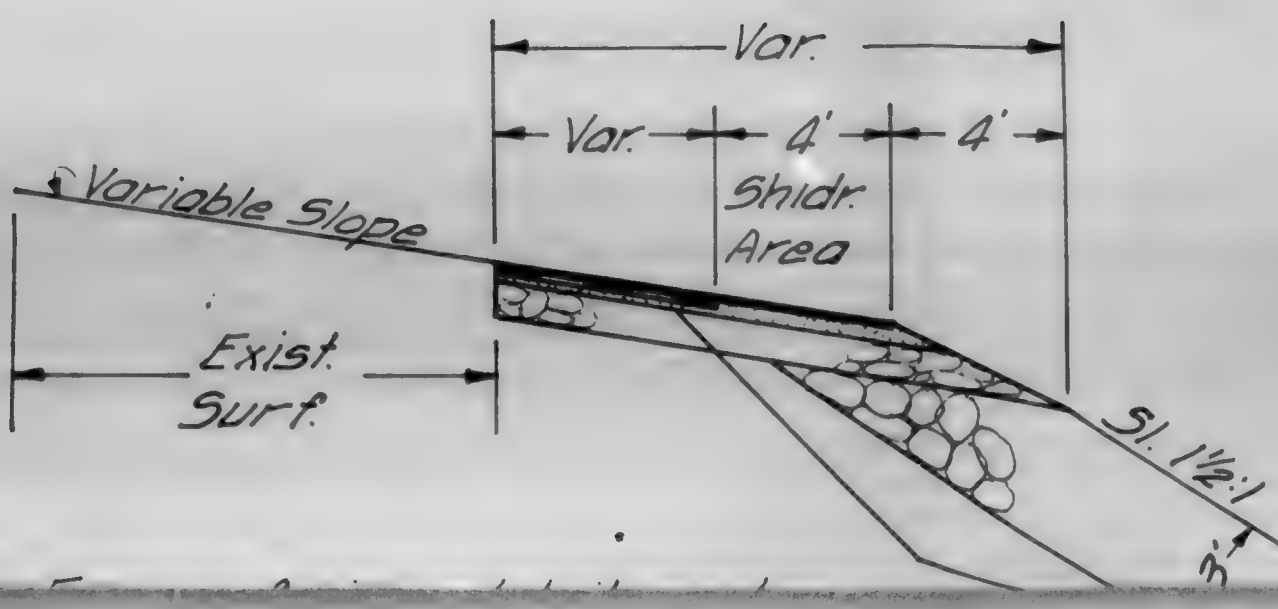
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

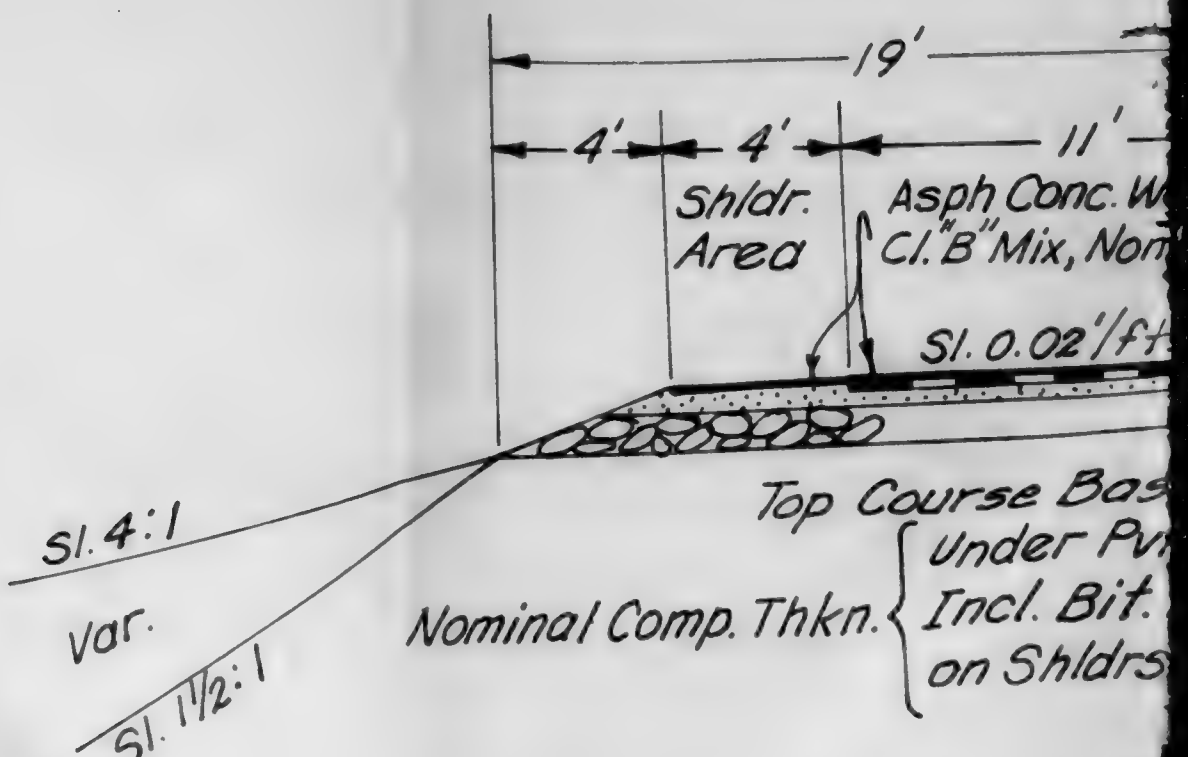
DIVISION ENGINEER DATE

TATE HIGHWAY COMMISSION

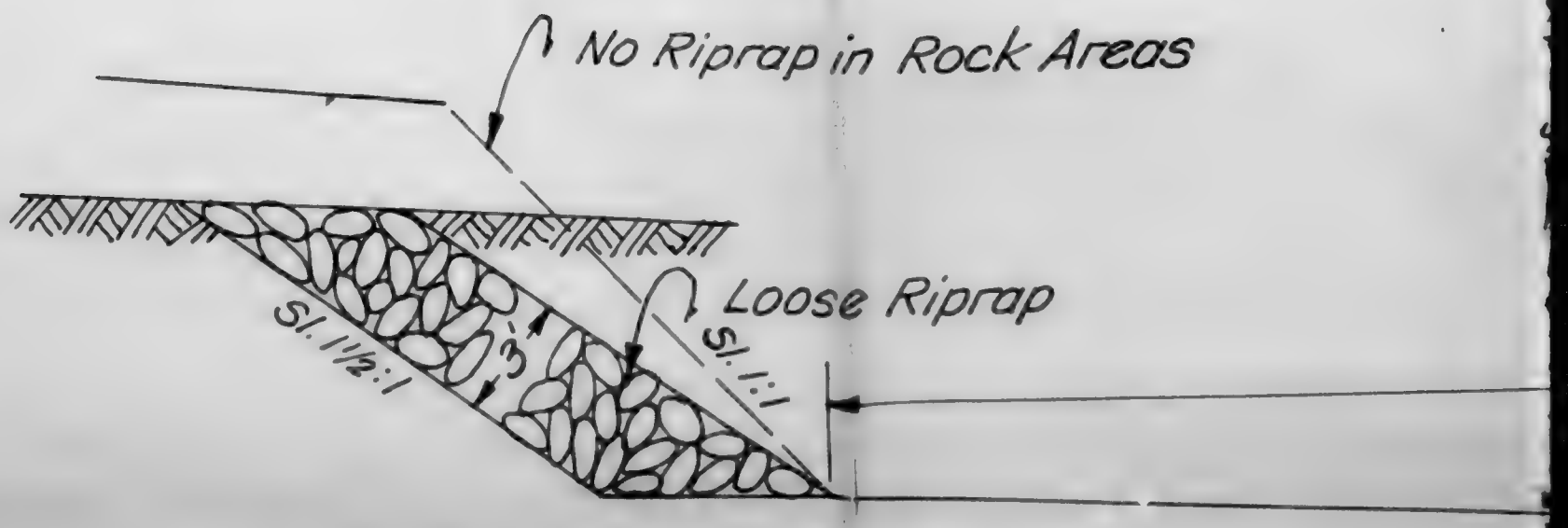
enn L. Jackson Chairman
nneth N. Fridley Commissioner
vid B. Simpson Commissioner


Var.
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TYPICAL SEC



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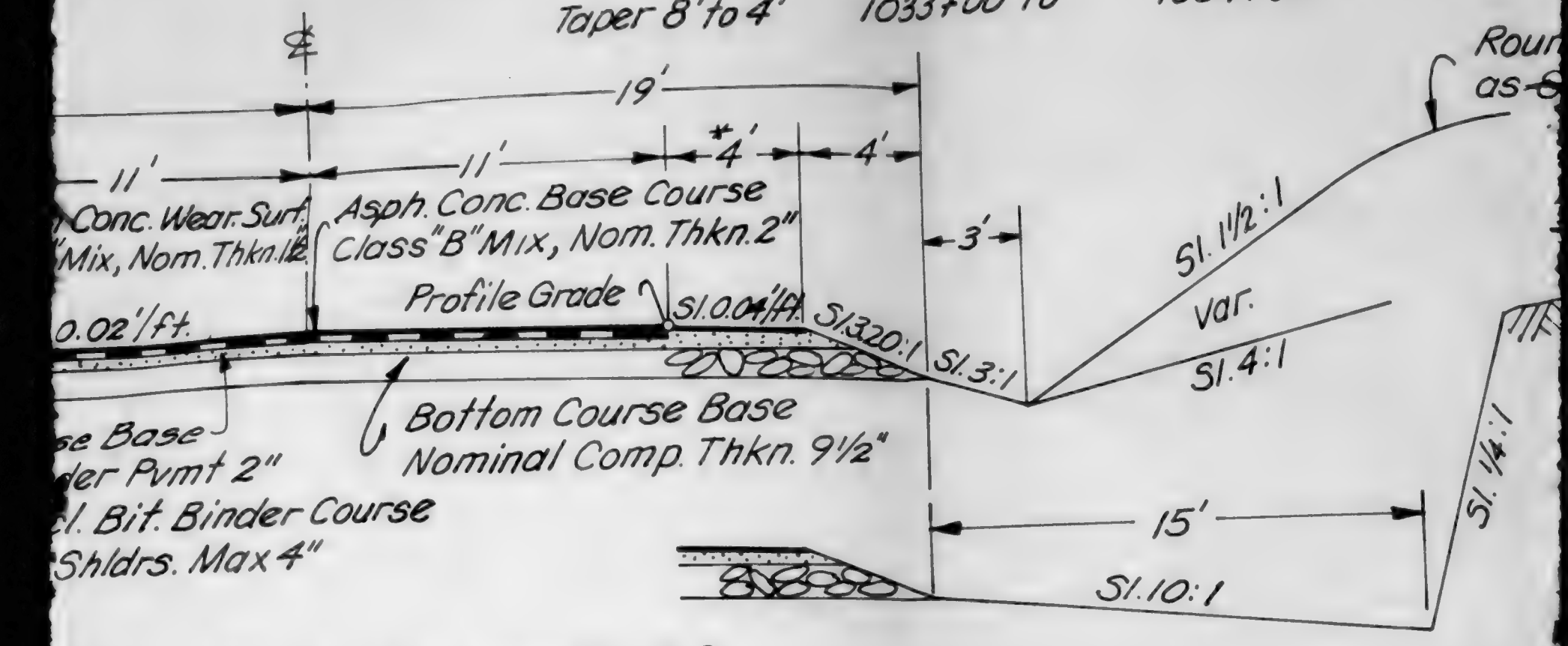


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Sta.938+00 to Sta.940+00

Rock Slope Protection

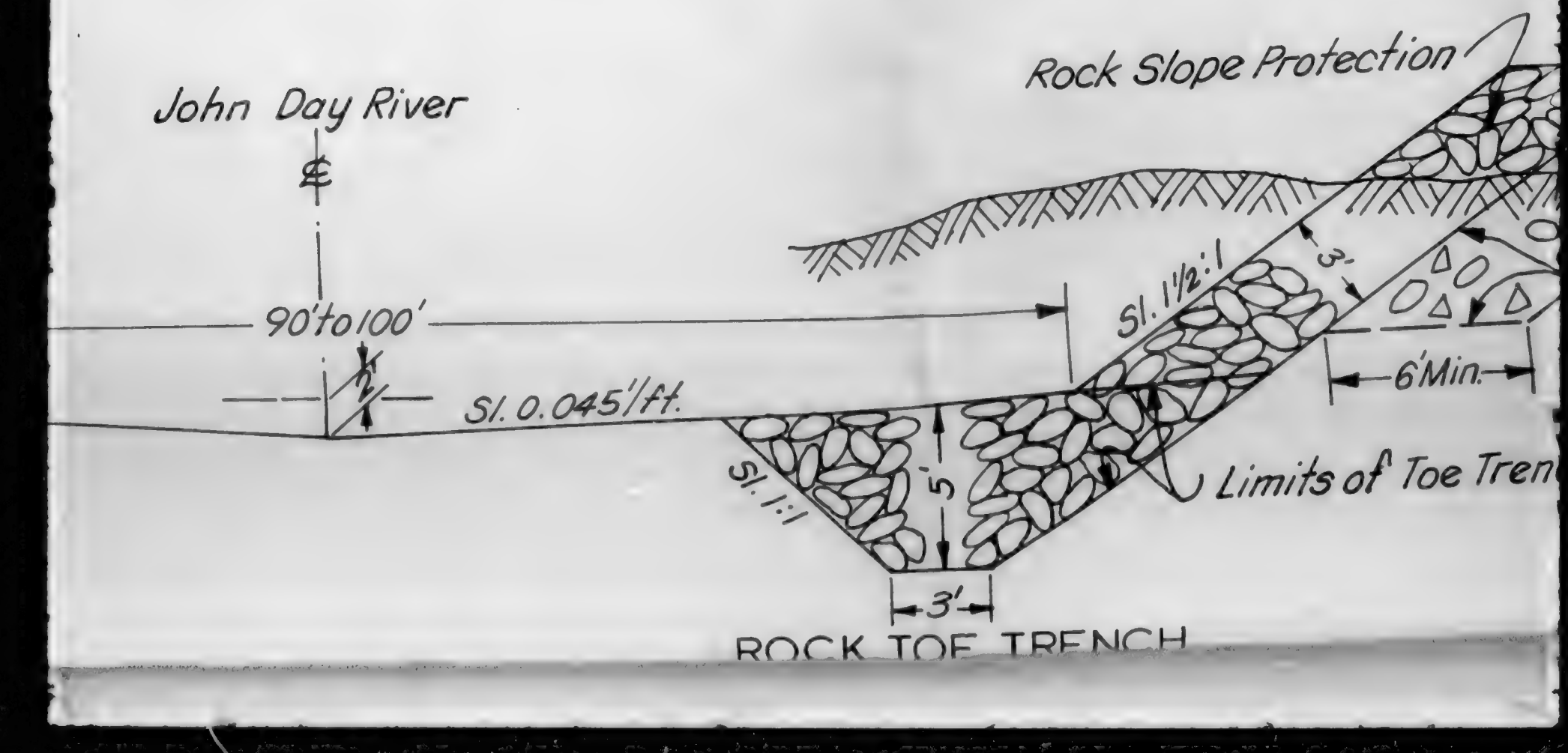
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Sta. 934+00 to Sta. 937+



JOHN DAY RIVER - OCHOCO JCT. SECTION JOHN DAY HIGHWAY GRANT COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*

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"
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Round Cutbanks as Specified

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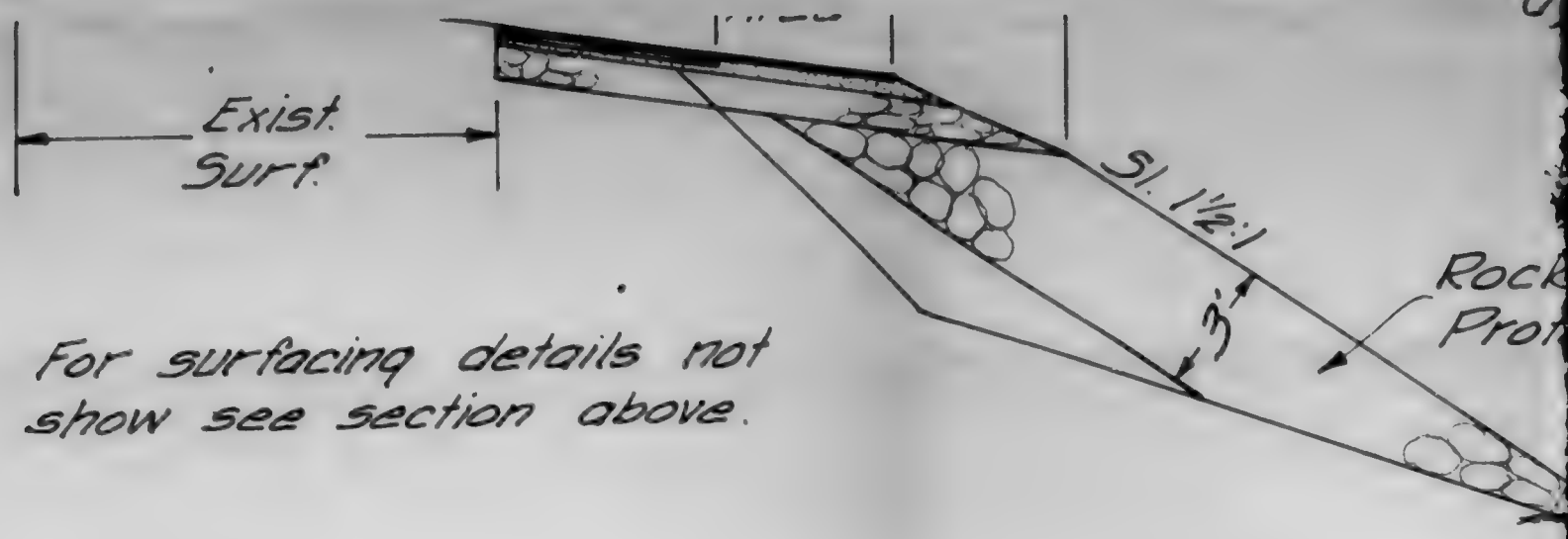
Subgrade

Selected Rocky Emb. Matl.

Limits of Emb. Fnd. Exc.

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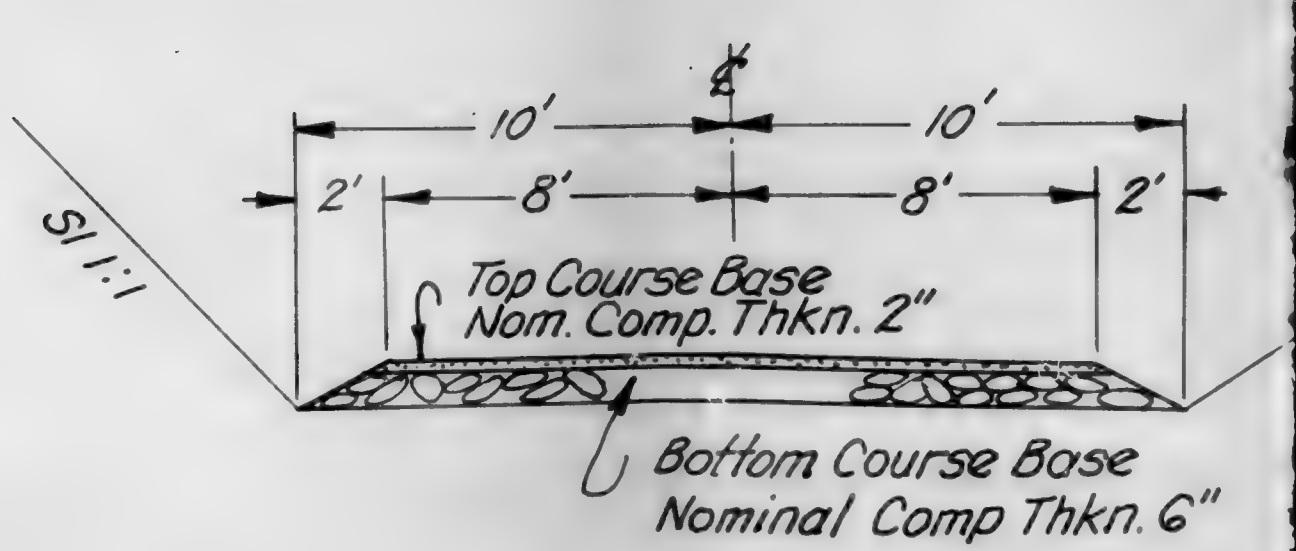
Trench Exc.



For surfacing details not show see section above.

ROCK CREEK BRIDGE APPROAC

(For plan see sheet 10)



FARM ROAD RELOCATI

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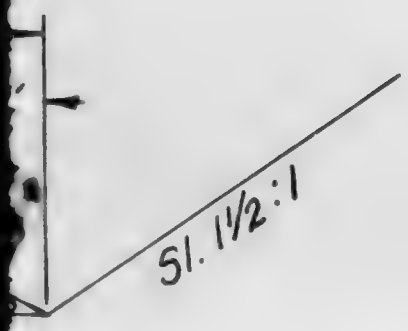
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Rock Slope Protection

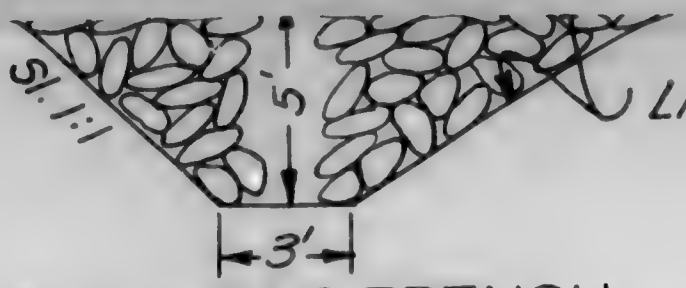


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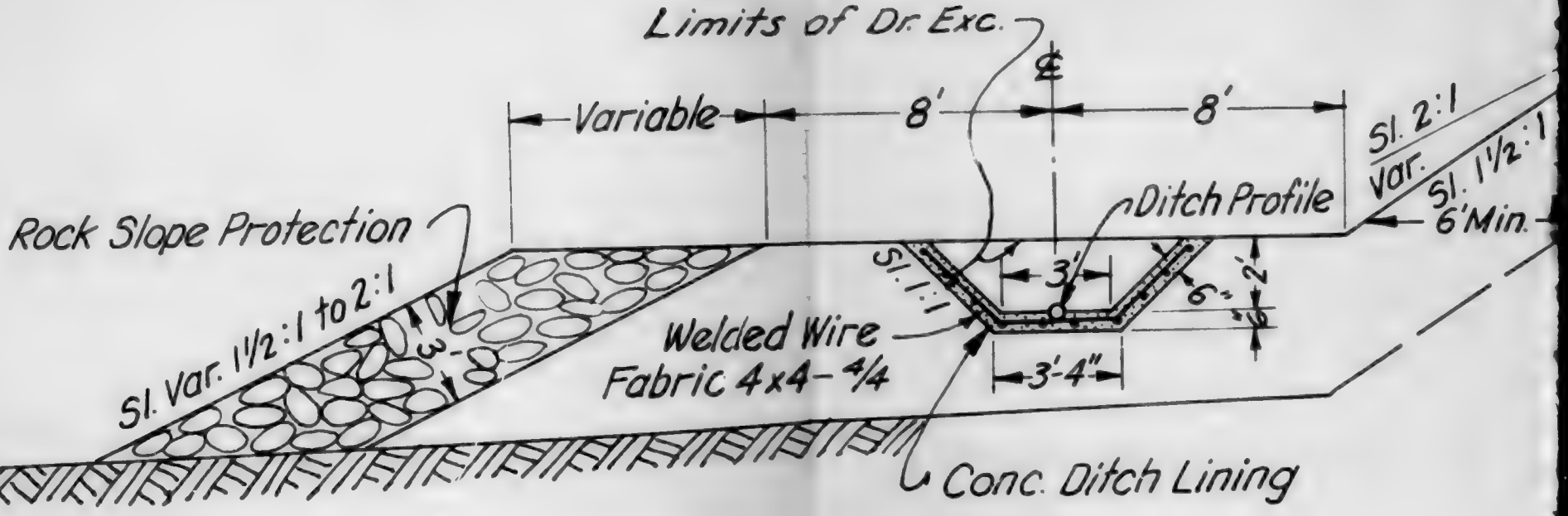


ATION
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ROCK TOE TRENCH
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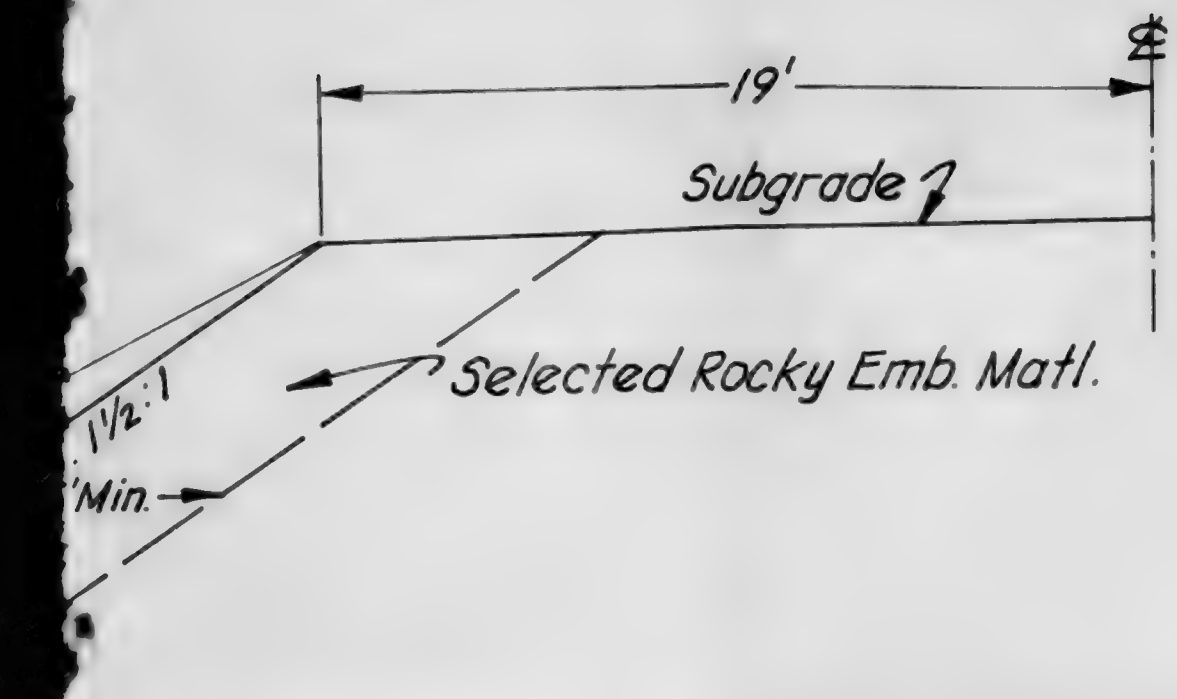
NEL CHANGE SECTION
.912+00 to Sta.923+00
937+00 to 946+00
991+00 to 998+00



BERM DITCH

Sta.1048+50	to	Sta.1051+00
1059+50	to	1061+50
1065+00	to	1068+50
1071+50	to	1078+50
1106+00	to	1118+00

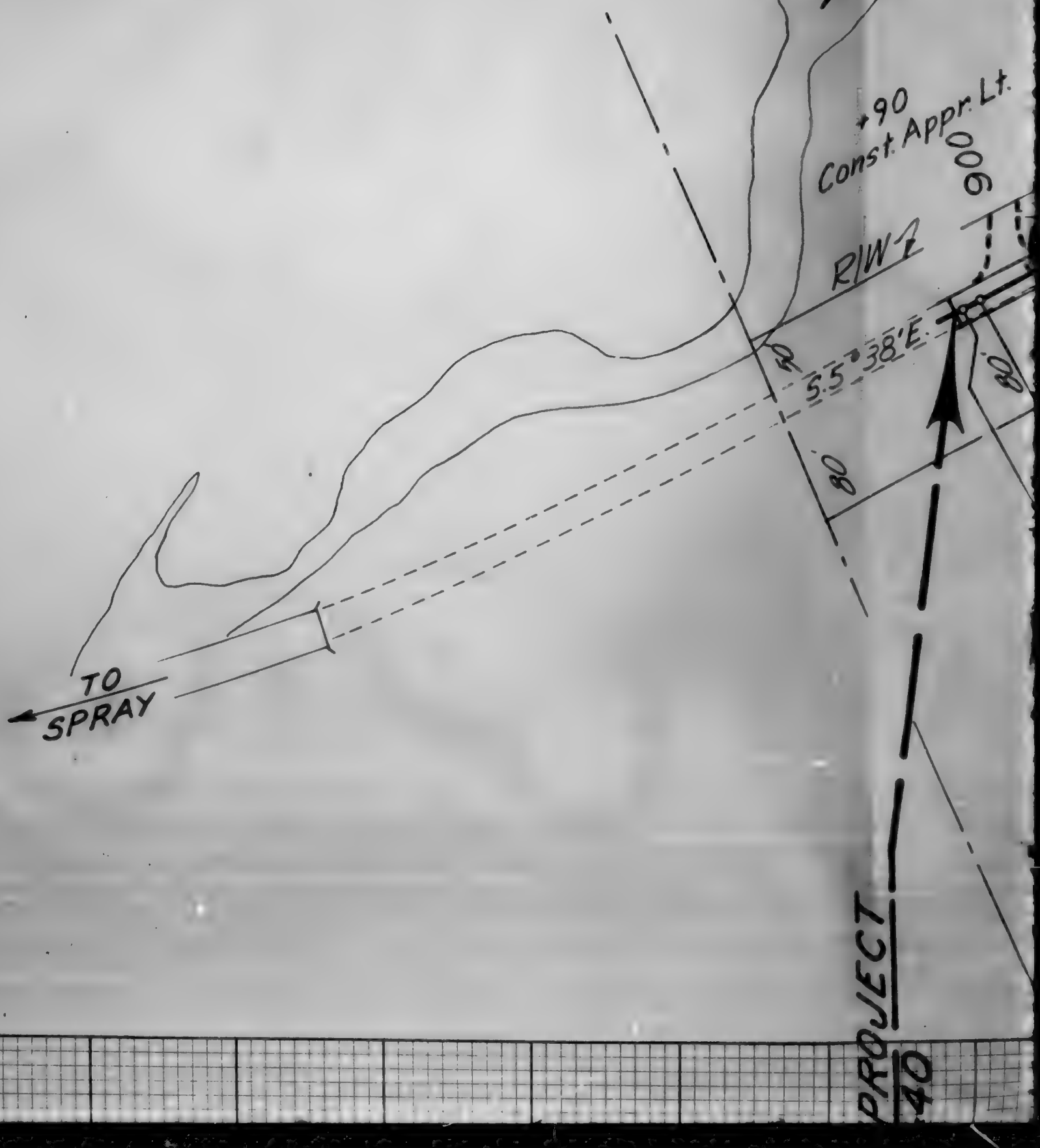
ach Exc.



Cole

Note:

The Culvert Pipe shown on the Plans to be installed shall be Furnished by the Contractor in either concrete, steel or aluminum in the standard strengths and gages specified in the Special Provisions and Standard Specifications, except where the plans show the kind and extra strength required.



FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

T.11

+35 Install 18" Pipe - 84'
Dr. Exc. 1 C.Y.

Sta. 906+70 to Sta.
Const. Guard Rail - 15
23

905

Salvage Guard Rail - 235'

Spr. Lt.

906

55'R.

25'R.

50'

+00

C.S.

+00
Const. Road Appr. Rt.
Inst. 12" Pipe - 70'
Dr. Exc. 1 C.Y.

"R/W"
6° C.R.
TΔ 47°37'
Ts 649.98
2-450' Sp.
S 13°30'
a 1⅓

"CONST."
6° C.R.
TΔ 48°38'30"
Ts 658.97'
2-450' Spirals
S 13°30'
a 1⅓

"Const. 903+97.24 P.S.C.
"R/W" 904+12.38 P.S.C.

R/W & Const. 907+55.99 P.C.

"Const." 899+47.24 P.S.
"R/W" 899+62.38 Sign

"R/W" Identification

Construction Directed

Where

Install

80'

240'

+50

T.11S., R.26E., W.M.

Install 48" Corr. Steel or Conc. Pipe - 100'
Dr. Exc. 2 C.Y.
+00

(See Profile Below)
Const. Farm Rd. Relocation

Easement

85.34 P.S.

to Sta. 925+00

Rail - 1,590' (New)
235' (Salv.)

910

915

50'

+50

180'

100'

190'

16'

542°54' W.

60'

Const. Channel C
(See Typical Sect

Const. Guard Rail - 350'

912+05.99 PT.

+00
Const. Road Appr. Rt.

Remove and Stockpile
Topsoil as directed.

JOHN

DAY

JOHN DAY RIVER - OCHOCO JCT. SECTI

JOHN DAY HIGHWAY

GRANT COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCA YEA
8	OREGON		

elow)
location
ment Line

Install 12" Pipe - 64'
(Conduit for Irrig. Pipe)
Dr. Exc. 1 C.Y.

921+60
Const Cable Support
for Irrig. Pipe Crossing
(By Others)

5° 30' C.L
Ta 47°01'30"
Ts 676.26
2-440 Sp.
S 12°06'
a 1.25

921+60
(Extra Work)
Place Boulders in Channel
for Fish Refuge as directed

5.34 P.S.C.

919+25

nnel Change
l Section)

100'
100'

920

180'

923+40.

0.34 P.C.S.

925

RIW

RIW

Const. Guard Rail - 275'

Pump House

RIVER

AY

Existing John Day Highway

Remove Pvmt.

+85 Install 18" Pipe - 90'
Dr. Exc. 2 C.Y.

JOHN DAY RIVER–OCHOCO JCT. SECTION JOHN DAY HIGHWAY GRANT COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Install 12" Pipe-64'
(Conduit for Irrig. Pipe)
Dr. Exc. 1 C.Y.

921+60

921+60 Const Cable Support for Irrig. Pipe Crossing (By Others)

5° 30' C.L
Δ 47° 01' 30"
Ts 676.26
2-440 Sp.
S 12° 06'
a 1.25

(Extra Work)
(Place Boulders in Channel for Fish Refuge as directed)

919+25.34 P.S.C.

923+40.34 P.C.S.

925

R/W

60'

60'

R/W

100'

100'

920

180'

Rail-275'

Pump House

IVER

Existing [ ] [ ] John [ ] [ ] Day [ ] [ ] [ ] Highway [ ] [ ] [ ]

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

DATE
BY

BEGINNING OF PROJECT
STA. 896+40

2160
2150
2140
2130
2180
2170
2160
2180
2170
2160
2167.50
2170.50
-8"
+1.50
+5.50
+.40
+.00
60' V.C. Subgrade
40' V.C.
-Finish Grade on ℄
+2
912
913
914
915
916
900

PROFILE
FARM RD. RELOCATION
(Earthwork Incl. in Main Roadway)

BEGINNING OF PROJECT
STA. 899+40

"Conc

Install Col

Ts 658.97
2-450' Spirals
S 13°30'
a 1⅓

30

15"

±2.54

216.91

800' V.C.

130

Exc. 2750

Exc. 2057

2180

Grade on ℄

2170

2160

PION

(way)

Exc. 5,561

Emb. 5,363

Exc. 9,157

S.O.H. 21,500 Yd. Sta.

Exc. 13,211

900

905

JOHN

Finish Grade 11' Lt. or Rt.

-0.53

Subgrade

Ground Line

S.O.H. 16,300 Yd. Sta.

L.O.H. 6

S.O.H. 7,400 Yd. Sta.

Emb. 2067 (Rock Slope Prote

Exc. 2,408
Exc. 3,623 (Ch. Ch.)
Exc. 1,594 (Rd. Appr.)

(Ch. Ch.)
Exc. 1,833

Emb. 7,364

Emb. 1,768

00 Yd. Sta.

Emb. 8,833

Exc. 22,892 (Ch. Ch.)

To Sta. 993+70

910

915

DAY

[Existing]

+85 Instal.
Dr. Exc

2456.24

800' V.C

+0.384

15"

100

O.H. 67 "C" Yd. Sta.

Emb. 1223 (Rock Slope Protection)
Emb. 1529 (Loose Riprap)

From Sta. 9

e Protection) 930 (Toe Trench Exc.)
Exc. 950 (Emb. Foundation Exc.)
Emb. 914
Emb. 894
Emb. 1,150
(Rock Slope Protection) From

Exc. 4,125 (Stockpile Topsoil as Directed)

Emb. 169
(Rock Slope P

(Ch. Ch.)
Exc. 1401

(Ch. Ch.)
Exc. 2360

Emb. 3,627

Exc. 14,453 (Ch. Ch.)
Emb. 13,940

Exc. 9,265 (Ch. Ch.)

S.O.H. 27,750 Yd. Sta. To Sta. 926

Exc. 3,827 (Ch. Ch.)

To Sta. 930+

(Ch. Ch.)

S.O.H. 137,352 Yd. Sta. L.O.H. 14,204 C-Yd. Sta. To Sta.

915

920

...ting[ ]_L_Jo...

+85 Instal. Dr. Exc

15"

+0.384

2160

2150

2140

...e Protection)
...orap)

From Sta. 935+15

...ch Exc.)
...dation Exc.)

Emb. 1,150
(Rock Slope Protection)

From Sta. 935+05

...Topsoil as Directed)

Emb. 169
(Rock Slope Protection)

...Ch.)
...360

Exc. 14,453 (Ch. Ch.)
Emb. 13,940

...Ch.)

S.O.H. 27,750 Yd. Sta. To Sta. 926+90

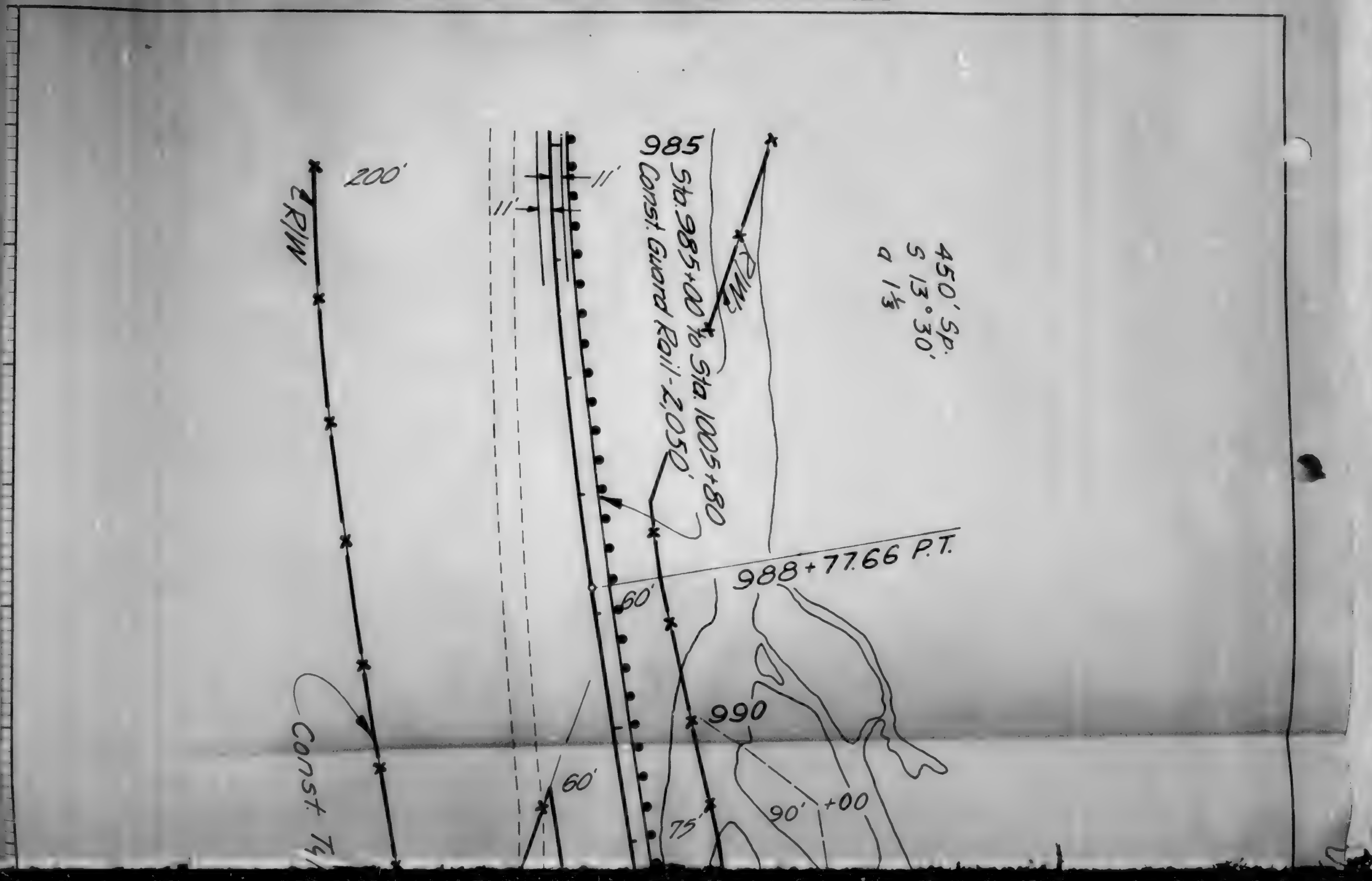
To Sta. 930+95

...d. Sta. L.O.H. 14,204 C-Yd. Sta. To Sta. 989+75

920

925

FINAL SURVEY		BY	DATE
NOTE BOOK NO.	SURVEYED		
	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		



T.12S.,R.26E

+00 Install 18"Pipe-100
Dr. Exc. 2 C.Y.

(Extra Work)
Place Boulders in Channel
for Fish Refuge as Directed

Easement Line

+00

JOHN DAY RIV

1000

90'

995

Const. Channel Change
100' 100'

S.27°05'30"E.

75'

60'

Const. Guard Rail - 262.5'

180'

180'

00+

50+

200'

Type 2 Fence

,R. 26E.,W.M.

DAY RIVER

+50 Inst. 24 "Corr. Steel or Conc. Pipe-100' Dr. Exc. 2 C.Y.

Const. Type 2 Fence

1000

1005

+47.02

75'

1005+29.63

+08.69

50'

2
2 3

60'

+00

Const. Guard Rail Rt. - 150'

1000+47.02 P.S.

1005+47.02 P.S.C.

1007+08.69 P.C.S.

Const
Inst. 2-
Inst. 12
Dr. Exc.

4° C.R.
TΔ 26°27'30"
Ts 388.41
2-500' Sp.
S 10°00'
a 0.8

JOHN DAY RIVER-OCH
JOHN DAY H
GRANT CO

FED. ROAD Div. No.	STATE
8	OREGON

2
2 | 3

Sec. 6

1005+29.65

+08.69

1010

1007+08.69 P.C.

+00

Const Road Appr. Lt. & Rt.
Inst. 2-28' Metal Gates Lt. & Rt.
Inst. 12" Pipe - 30' Rt.
Dr. Exc. 1 C.Y.

S.0°37'30"E.

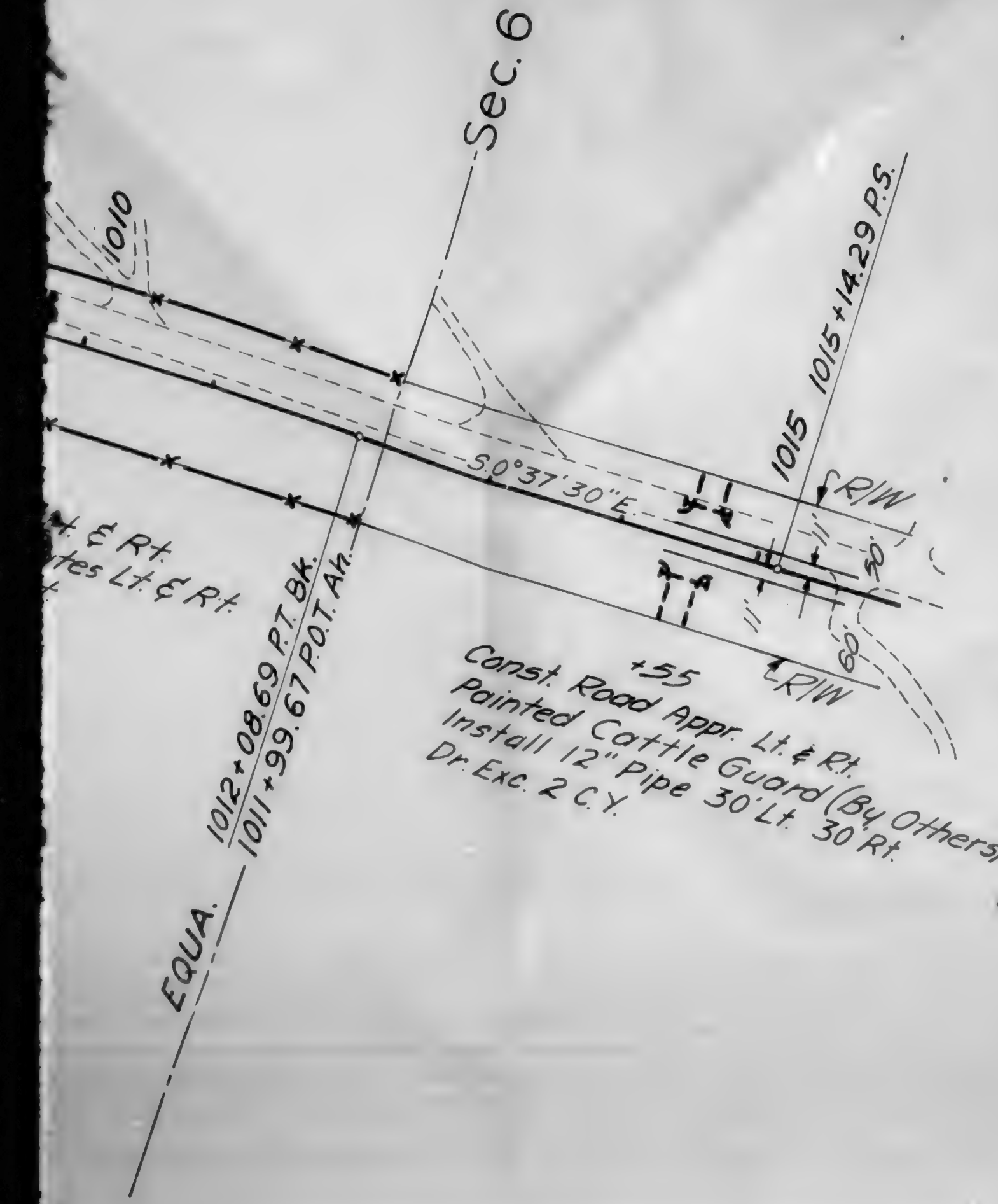
+55

Const. Road Appr. Lt.
Painted Cattle Guar
Install 12" Pipe 30' Lt
Dr. Exc. 2 C.Y.

EQUA. 1012+08.69 P.T. Bk.
1011+99.67 P.O.T. Ah.

°C.R.
26°27'30"
588.41
500' Sp.
0°00'
0.8

JOHN DAY RIVER – OCHOCO JCT. SECTION JOHN DAY HIGHWAY GRANT COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

2200

15"

2195.44

+0.47

NO V.C

2190

+50

2180

Emb. 2,466 (Rock. Slopes Protection)

2170 From Sta. 923+50 S.O.H. 2,882 Yd. Sta.

From Sta. 933+50

Emb. 1,956

From Sta. 914+50

Emb. 22,078

From Sta. 901+05 S.O.H. 79,266 Yd. Sta. L.O.H. 10,360 C

986

990

Finish Grade, N' Lt. or Rt

+0.16

Subgrade

Exc. 1,459

Exc. 2,466

S.O.H. 7,950 Yd. Sta.

Exc. 595

Exc. 1,647

Exc. 2,181

Emb. 2,181 (Rock Slope Protection)

Exc. 2,877 (Ch. Ch.)

Emb. 2,775

Exc. 552 (Ch. Ch.)

Exc. 7,525

Emb. 6,425

Emb. 12,742

2197.52

+2.10

400' V.C.

21

Ground Line

+50

Emb. 1,459 (Rock Slopes Protection)

S.O.H. 500 Yd. Sta.

Emb. 595
(Rock Slope Protection)

E

Emb.

S.O.H. 8,2

c. 7,121

Emb. 6,146

Emb. 3,121

S.O.H. 76,920 Yd. Sta. L.O.H. 4,

Emb. 11,085

1000

1005

2210.80

2210.80

15"

09.02'

EQUATION

Exc 2,815

Emb. 2,434

M. 8,250 Yd. Sta.

O.H. 1,735 C-Yd. Sta.

1012+08.69 PT=

1011+99.67 Ah.

Exc. 3,609

From Sta. 1026+5

1010

1012

2230

2220

2210

2200

2190

2218.80

2219.80

09.02'

EQUATION

1012+08.69 P.T.=

1011+99.67 Ah.

Exc. 3.609

From Sta. 1026+50

1010

1012

1015

Remove & Stockpile Topsoil as Directed

440' Sp.
S 12°06'
a 1.25

Install 18" Pipe-86'
+00 Dr. Exc. 8 C.Y.

927+80.34 P.T.

923+40.34 P.C.S.

925

Sta. 925+00 to Sta. 9
Const. Guard Rail -4

930

R/W

11'

60'

11'

60'

R/W

Remove Pvmt.

928+75.24 P.S.

Con
Ins
Dr.

Sec. 30
Sec. 31

FINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	AREAS CHECKED		

tockpile
Directed

JOHN DAY RIVER

Install 18" Pipe-62'
+90 Const. Outlet Ditch
Dr. Exc. 7 C.Y.

00 to Sta. 929+00
ard Rail - 400'

930

935

+81.35

180'

60'

+50
Const. Road Appr. Lt. & Rt.
Inst. 12" Pipe - 30'
Dr. Exc. 1 C.Y.

928+75.24 P.S.

933+25.74 P.S.C.

935+81.55 P.C.S.

6° C.R.
TΔ 42°22'
Ts 598.07
2-450' Sp.
S 13°30'
a 1⅓

Sec. 31

T 11S R 26E WM

+50

+00 Install 18" Pipe-90'
Dr. Exc. 1 C.Y.

(Extra Work)
Place Boulders in Channel
for Fish Refuge as Directed

940+95.12 P.S.

+10 Install 48" Pipe-66'
Dr. Exc. 20 C.Y.

945+45.12 P.S.C.

180'

Const. Channel

100'

940

100'

180'

Change

100'

120'

Const. Guard Rail - 1,000'

945

940+31.35 P.T.

+75

Const. Road Appr. Rt.
Install 12" Pipe - 30'
Dr. Exc. 1 C.Y.
Const. 16' Metal Gate

JOHN DAY RIVER~OCHOCO JC		
JOHN DAY HIGHWAY		
GRANT COUNTY		
FED. ROAD Div. No.	STATE	PROJEC NUMBE
8	OREGON	

1
1 2

EQUA.

6° C.L.
Ta 44°19'30"
Ts 617.14
2-450' Sp.
S 13°30'
a 1⅓

948+33.87 P.C.S.

952+20

952+83.87 P.T. BK.

954+13.52 P.O.T. Ah.

Install 18" Pipe-72'
10 C.Y.

955 +00 Dr. Exc.

RIW

950

50 +00

60'

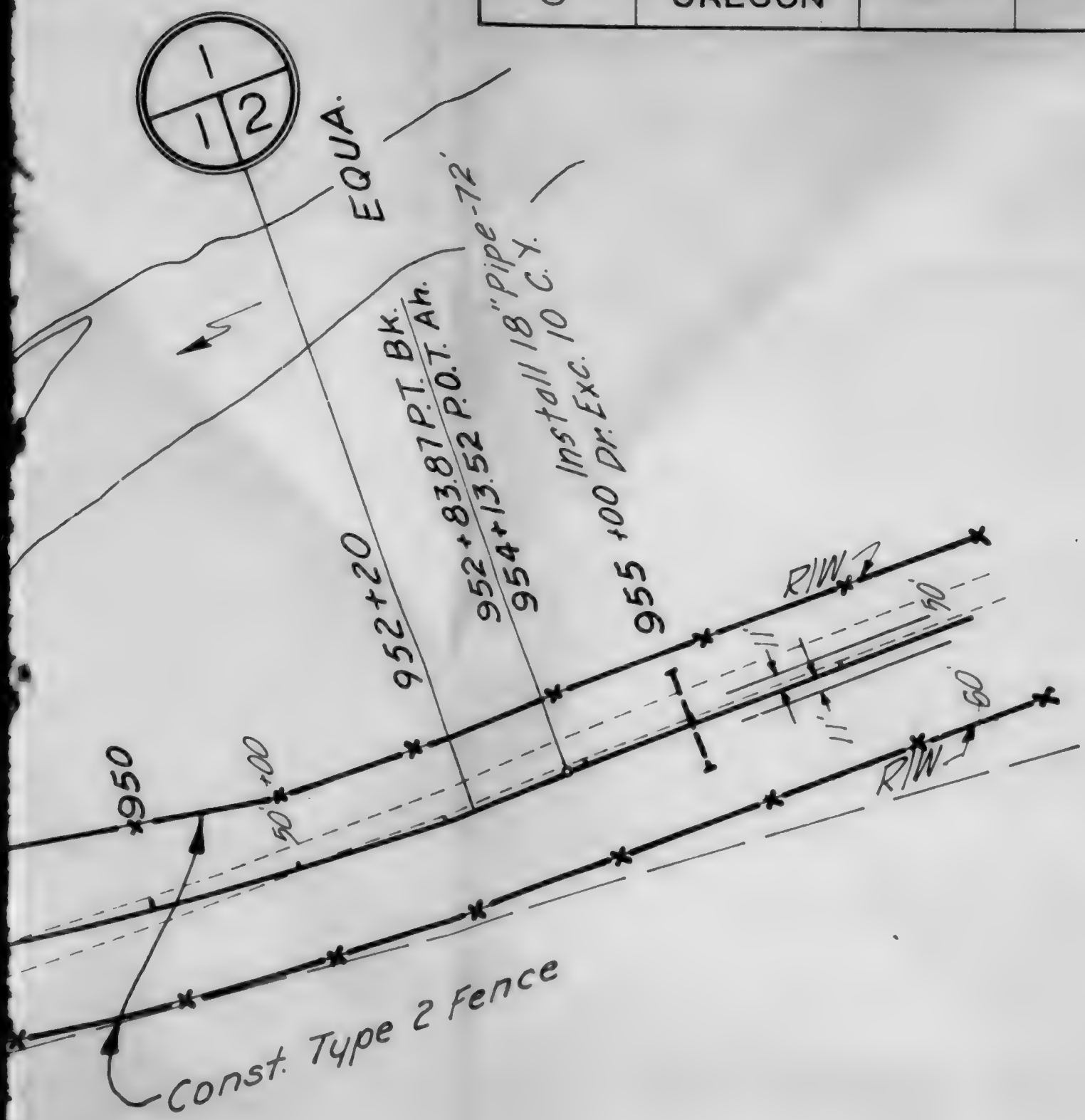
60'

Const. Type 2 Fence

r. Rt.
30'

ate

JOHN DAY RIVER~OCHOCO JCT. SECTION JOHN DAY HIGHWAY GRANT COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index



ORIGINAL SURVEY
NOTE BOOK
NO
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE
BY

2190
2180
2170
2160
2150
2140

2161.23

15"

+0.384

NO V.C.

90'

To Sta. 921+50 S.O.H. 6,900 Yd. Sta.

To Sta. 923+50 S.O.H. 4,400

Exc 800 (Sta.

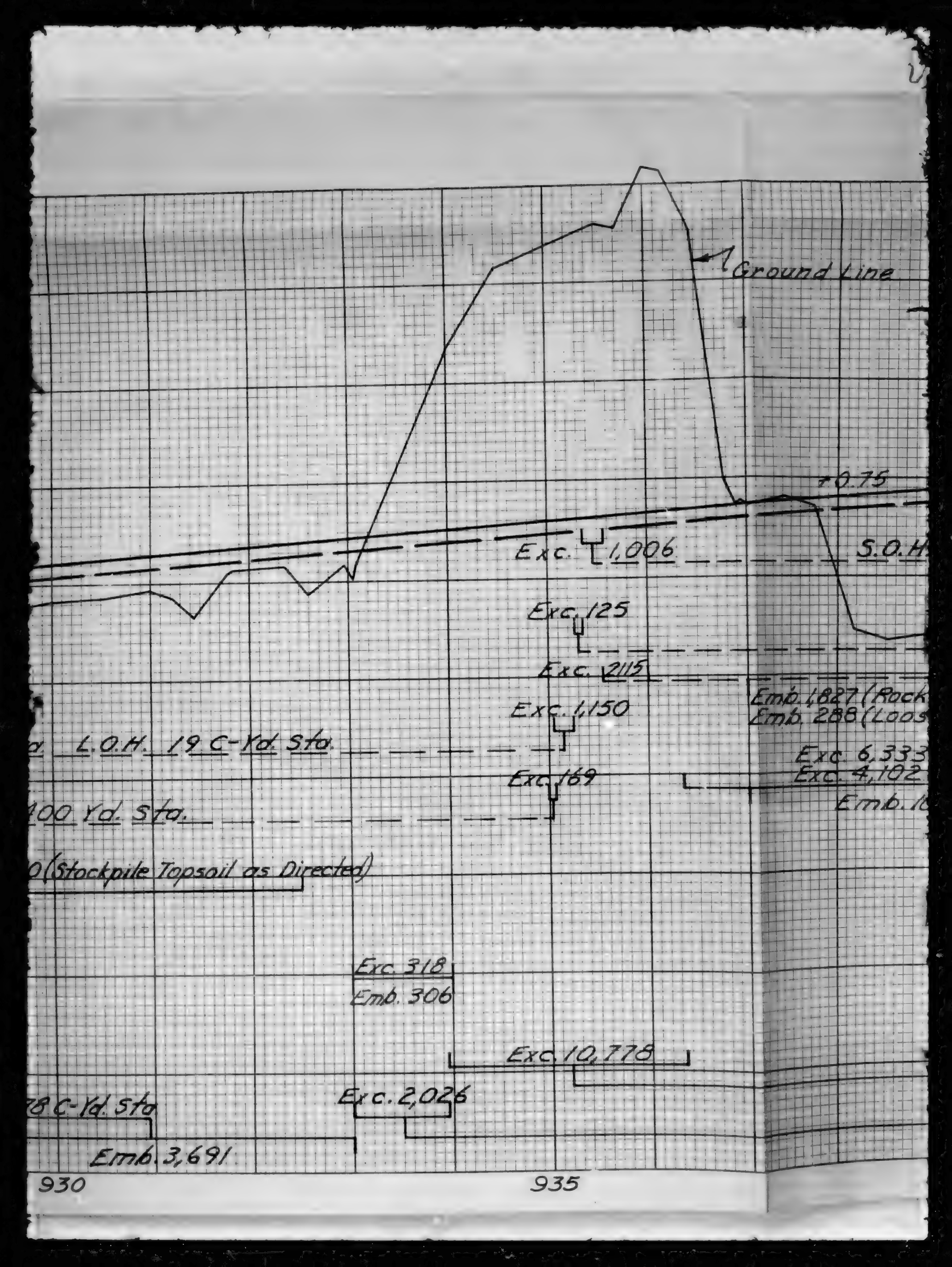
From Sta. 917+90

Emb. 8,937

From Sta. 916+40 S.O.H. 22,962 Yd. Sta. L.O.H. 78 C-

925

930


Ground Line
+0.75
Exc. 1,006
S.O.H
Exc. 125
Exc. 2115
Emb. 1,827 (Rock
Emb. 288 (Loos
Exc. 1,150
L.O.H. 19 C-Yd. Sta.
Exc. 6,333
Exc. 4,102
Exc. 169
Emb. 1
00 Yd. Sta.
0 (Stockpile Topsoil as Directed)
Exc. 318
Emb. 306
Exc. 10,778
Exc. 2,026
8 C-Yd. Sta
Emb. 3,691
930
935

...16 Metal Gate

Line

Finish Grade, 11' Lt. or Rt.

0.75

℄ Subgrade

S.O.H. 1,600 Yd. Sta.

Emb. 1,006 (Rock Slope Protection)

S.O.H. 750 Yd. Sta. L.O.H. 2 C. Yd. Sta.

Emb. 125

27 (Rock Slope Protection)
88 (Loose Rip Rap)

(Ch. Ch.)
Exc. 2,857
Emb. 2,756

c. 6,333 (Ch. Ch.)
c. 4,102

Exc. 5,665 (Ch. Ch.)
Exc. 60
Emb. 5,521

Emb. 10,065

(Ch. Ch.)
Exc. 2,140

S.O.H.

(Ch. Ch.)
Exc. 245

S.O.H. 1,470 Yd. Sta.

S.O.H. 64,668 Yd. Sta. L.O.H. 1,435 C

S.O.H. 12,156 Yd. Sta. L.O.H. 813 C

940

945

170.34'

2174.94

2174.94

+0.55

1.51

NO V.C.

EQUATION

b. 125 (Rock Slope Protection)

Exc. 10

Emb. 10

h. Ch.)

.O.H. 7,800 Yd. Sta.

Emb. 2,064

L.O.H. 1 C-Yd. Sta.

435 C-Yd. Sta.

13 C-Yd. Sta

952+83.87 P.T. =

954+13.52 Ah =

Emb. 235

To Sta. 961+40

To Sta. 986+90

950

955

170.34'

2190

2180

2170

2160

+0.55

1.5'

96.94

96.94

EQUATION

Protection
xc. 10
b.10

Emb. 2,064

Sta.

952+83.87 P.T. =

954+13.52 Ah =

Emb. 235

To Sta. 961+40

To Sta. 986+90

950

955

RECEIVED
NOV. 19 1962
FOR FILING

Salem, Oregon
November 19, 1962

Mr. W. T. Wright
Right of Way Engineer

OFFICE

As of November 8, 1962, we have authorization of the BPR to proceed with the acquisition of right of way for the below-described project:

Prefix 12-2501 — John Day River-Ochoco Junction Section of John Day Highway in Grant County.

The approximate limits are from Station 898 to Station 1127 as shown on Map SB-25-14.

L. H. Young
Office Engineer

JAH:lt

RECEIVED
JUL 31 1962
FOR FILING
F-4(4)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1962

SUBJECT: Rock Creek Bridge
John Day Hwy.-Ochoco Jct.

To:
Mr. G. S. Paxson
Deputy State Highway Engineer
B U I L D I N G

Please be advised that the location for the John Day River-Ochoco Junction Section of the John Day Highway will be terminated northerly of the bridge across Rock Creek. This bridge is in the vicinity of the Ochoco Junction and is considered adequate for traffic through this area for the present time. Curvature and alignment is adequate. Some minor improvement of the easterly end to provide adequate turning movement for trucks proceeding up the Ochoco Canyon may be necessary. This will be taken care of.

F. D. Morgan
Construction Engineer

FDM:fp

cc R. L. Porter
P. M. Stephenson

RECEIVED
AUG 30
OFFICE OF

RECEIVED
AUG 23 1962
FOR FILING
F-66
1-325

Salem, Oregon
August 22, 1962

Rock Creek Bridge
John Day Highway
Ochoco Junction

Mr. R. L. Porter
Assistant State Highway Engineer
OFFICE

The Bridge Division has received a vicinity map for a new bridge across Rock Creek at Ochoco Junction. This would replace a structure which we built in 1941, and which has a 26-foot roadway. The proposed location puts the center line of the John Day Highway out into the John Day River; in fact, the lower slope would extend almost across the present stream. Near the mouth of Rock Creek is an existing diversion dam which would have to be removed if any such fill was made in the John Day River.

The 1961 A. D. T. north of Ochoco Junction on the John Day Highway was 120. It would cost at least $50,000 to replace this bridge, exclusive of work necessary to make the channel change and to divert the John Day River around the toe of the slopes. It would seem that warrant for such an expenditure would be very doubtful. I would suggest that this be looked into quite carefully before we proceed with any design.

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
cc Mr. P. M. Stephenson

RECEIVED
AUG 16 1962

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 14, 1962

SUBJECT: Access Points
John Day River - Cchoco Junction Section
John Day Highway
Grant County

To: Mr. R. L. Porter
Assistant State Highway Engineer
O F F I C E

Attached is a Right of Way map upon which are shown the locations of the points of access which we plan to allow the various adjacent owners on the above project.

These points have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property. All points of access have been approved by the Division Engineer.

File Numbers, names of owners, stations of access, and widths are as follows:

File Number	Name	Engineer's Station	Side of Hwy	Width
34668	Humphreys	899+50	Easterly	25 ft.
		906+25	Westerly	25 ft.
34669	Humphreys	916+00	Westerly	25 ft.
		929+50	East & West	25 ft.
		945+75	Westerly	25 ft.
32257	Cant	95e+00	Easterly	25 ft.
		967+70	Easterly	25 ft.
		970+50	Westerly	25 ft.
34670	Creel	970+50 (Joint use)	Westerly	25 ft.
32257	Cant	978+90	Easterly	25 ft.
		1011+00	East & West	35 ft.
34671	Cant	1014+55	East & West	25 ft.

NOTED
R. L. PORTER

File Number	Name	Engineer's Station	Side of Hwy	Width
34671	Cant	1016+20	Easterly	25 ft.
		1026+00	Easterly	25 ft.
		1045+00	Easterly	25 ft.
		1052+25	Easterly	25 ft.
		1053+75	Westerly	25 ft.
		1097+25	East & West	25 ft.
	State of Oregon (Park)	1026+00	Easterly	25 ft.
		1028+00	Easterly	25 ft.

It is recommended that this line be appraised and negotiated on the above basis.

L. I. Lindas
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:dd
Attachment

cc: Mr. L. I. Lindas

Approved:

R. L. Porter

RECEIVED
MAY 11 1962
FOR FILING
F-6-(6)

3C-1
April 13, 1962

May 7, 1962

Oregon State Bureau of Labor
115 Labor and Industries Building
Salem 10, Oregon

Attention: Mr. Harry Baker

Gentlemen:

The State Highway Commission at its meeting on April 13, 1962, adopted a survey concerning improvement of the John Day River-Ochoco Junction Section of the John Day Highway. For your information we have attached a sketch map showing a route of the new section and a copy of the Commission's resolution adopting the "Survey Resolution No. 252".

This resolution also designated the highway section as a throughway. A map is attached of the throughway designation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

Att.

RECEIVED
APR 6 1962
FOR FILING

April 4, 1962

Oregon State Highway Commission

Gentlemen:

The survey for the John Day River-Ochoco Junction Section of the John Day Highway, in Grant County, has been completed. This involves a unit of highway 4.38 miles in length and the estimated cost of improvement is $520,000. The length and limits of the survey are indicated on the attached map.

This matter does not require a public hearing.

It is recommended that you approve this survey and authorize the Right of Way Division to negotiate for the necessary right of way.

The matter will be on the agenda for the April 13 meeting for your consideration.

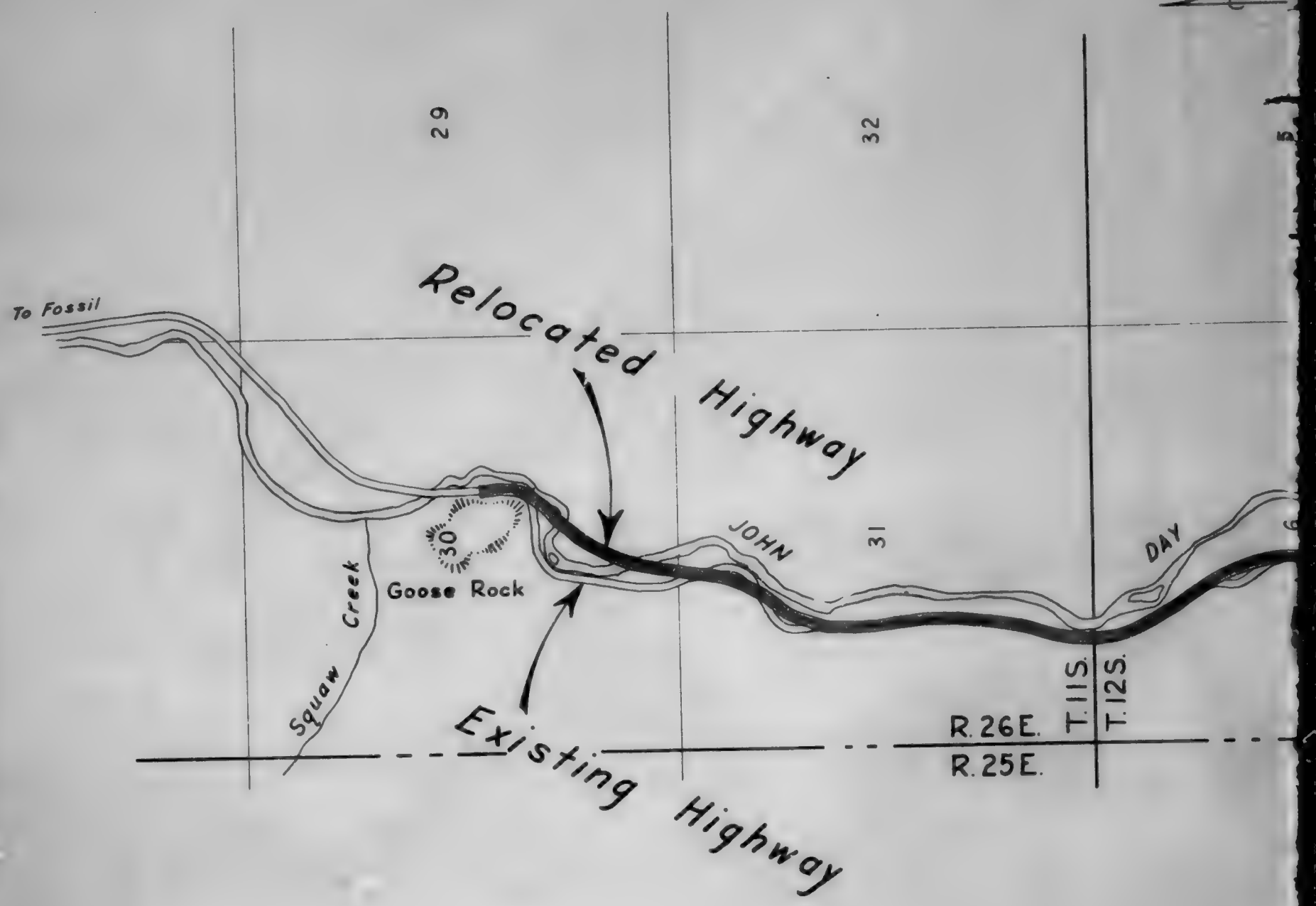
Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Mr. R. L. Porter
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. W. T. Wright

RLP:aw:er



LEGEND

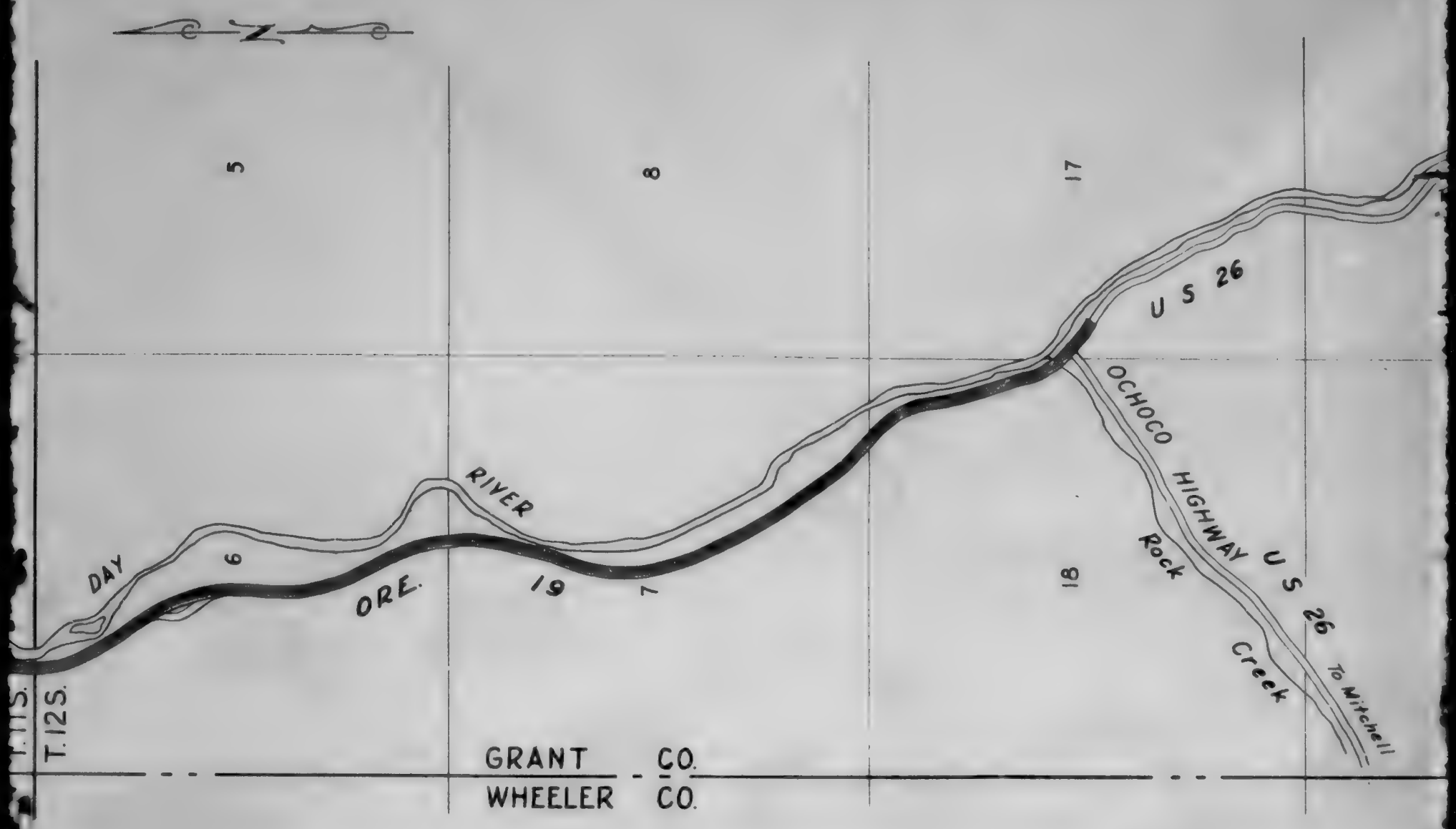
Throughway Portion

Excepted Portion

I hereby certify that the
than 10 commercial business
abutting on this section of hig

ASSISTANT ~~DEPUTY~~ STATE HIGHWAY

IR-5-1578



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

THROUGHWAY DESIGNATION

JOHN DAY RIVER — OCHOCO JCT. SECT

JOHN DAY HIGHWAY

GRANT COUNTY

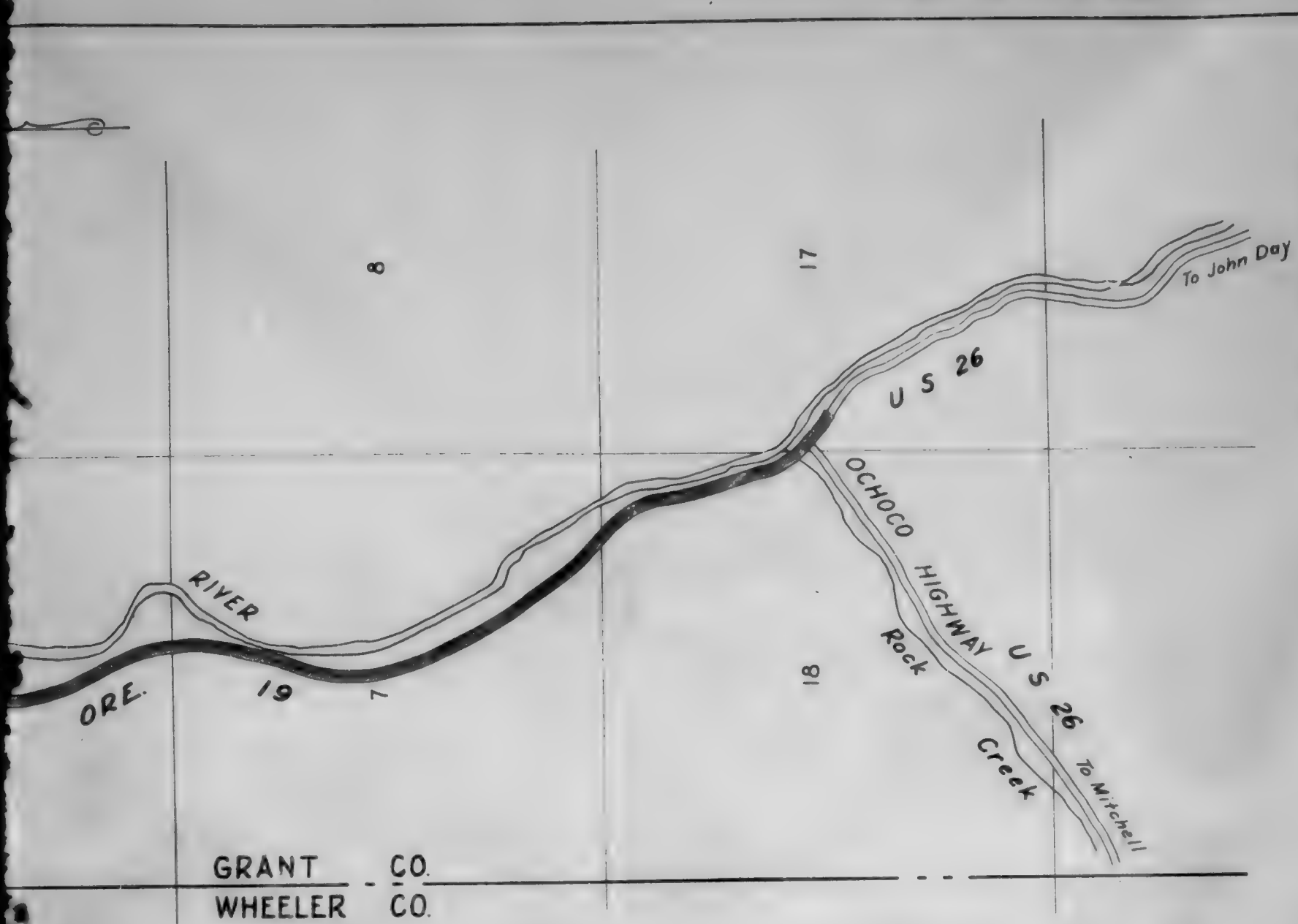
Scale 1" = 2000' . . . April, 1962

DRG. NO. IR-5-1578

certify that there are less
mercial businesses per mile
his section of highway.

STATE HIGHWAY ENGINEER.

IR-5-1578



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

THROUGHWAY DESIGNATION

JOHN DAY RIVER — OCHOCO JCT. SECTION

JOHN DAY HIGHWAY

GRANT COUNTY

Scale 1" = 2000' April, 1962

DRG. NO. IR-5-1578

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1962

SUBJECT: Survey Approval Map
John Day Riv-Ochoco Jct. Sec.
John Day Highway

To:

Mr. R. L. Porter
Asst. State Highway Engineer
Building

Attached are 16 copies of the above named survey approval map along with a suggested letter to the Commission.

I am submitting it at this time so it can be presented to the Commission at the special meeting on April 3rd, if so desired.

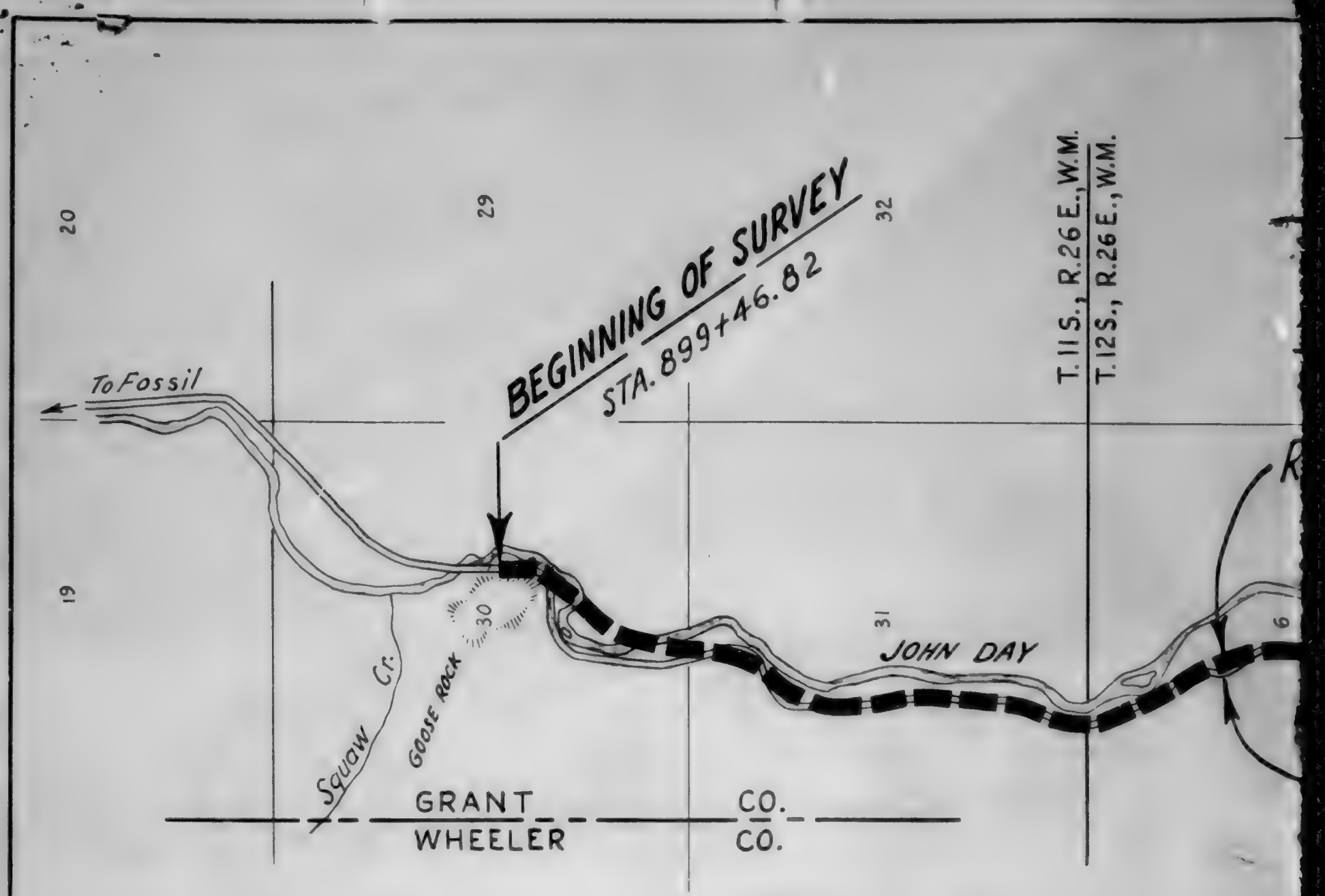
F. D. Morgan
Construction Engineer

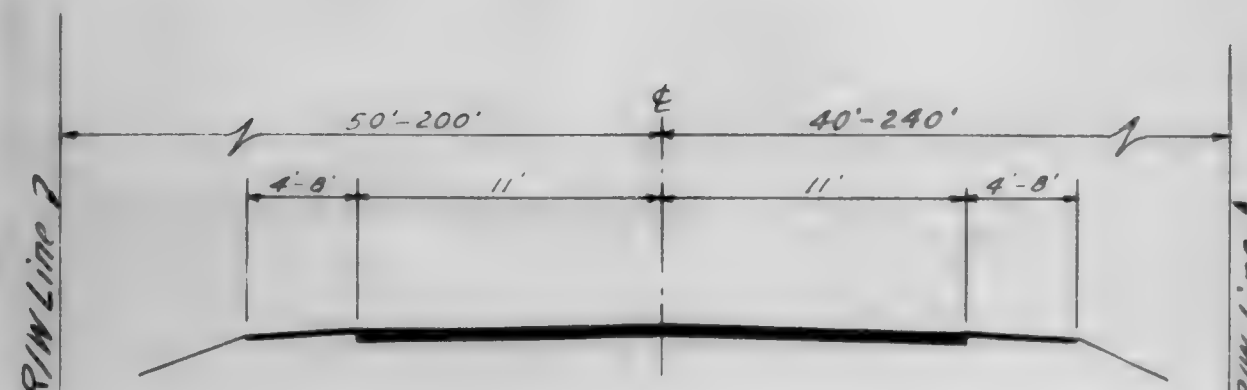
By D. J. Barbee

D. J. Barbee
Asst. Construction Engineer

DJB:ep

Attach.





TYPICAL SECTION

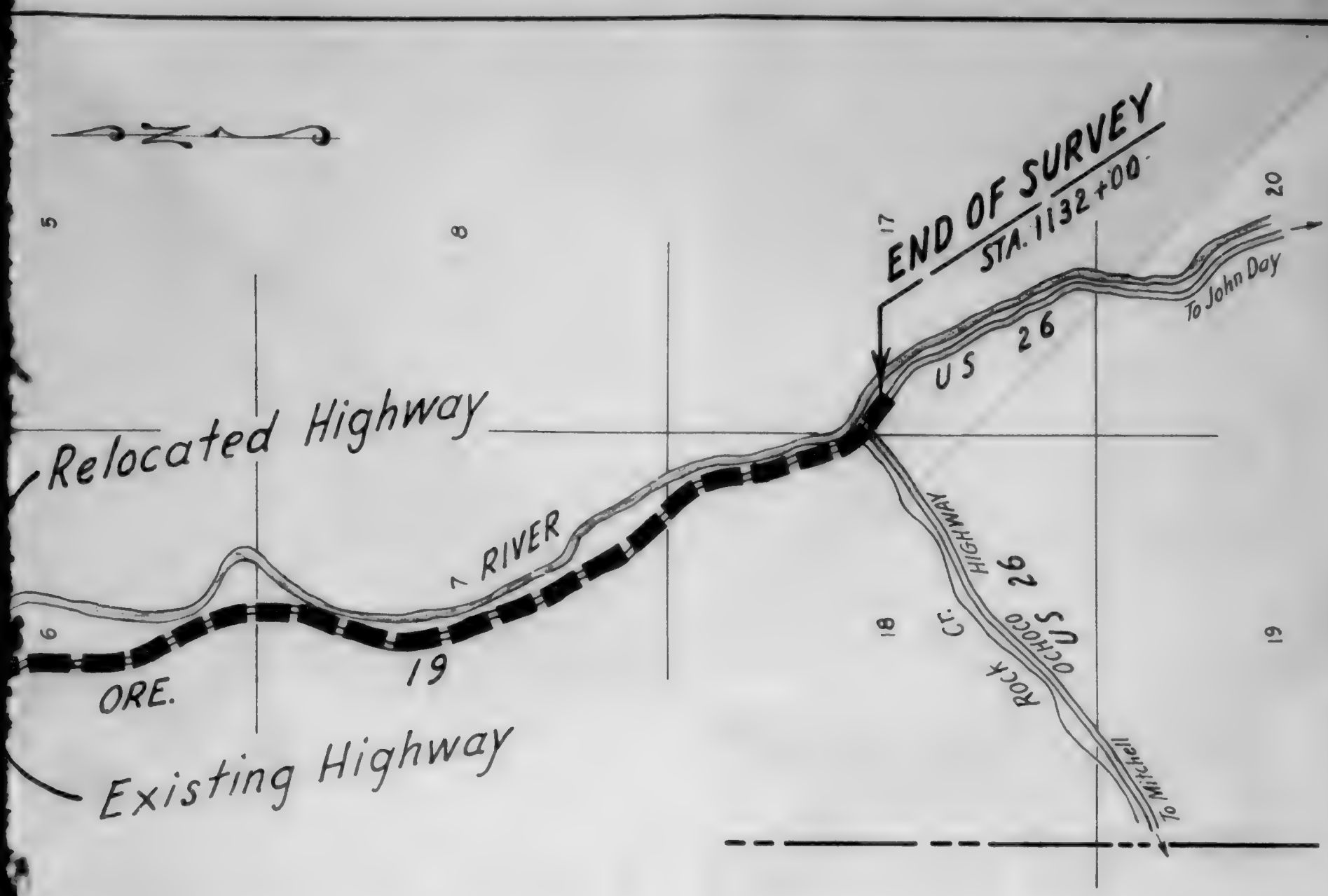
Public Hearing None re
System Action
County None re
State Highway Commissi
Bureau of Public Roads
Throughway Resolution Adopte
Access Control Limi

APPROVE

ASSISTANT ~~DEPUTY~~ STATE HIGHWAY ENG

APR 3 1962

DATE



required _____

required _____

mission None required

oads None required

dopted Required

imited _____

4-26-62
Jay Barbee says Throughway limits should stay within Survey

OVED

ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

JOHN DAY RIV. - OCHOCO JCT. SECTION

JOHN DAY HIGHWAY

GRANT COUNTY

Scale. 1"=2000' March, 1962

DRG. NO. 1R-5-1566

22-1020 Cox Cr. Br. Widening, N. Albany 1963
Interch.-Waverly Dr. Sec., Albany-
#6316 Junction City Hwy.



RECEIVED
MAY 11 1964
FOR FILING

May 11, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On April 3, 1964, we wrote to you concerning release of final payment on contract #6316, awarded to Ross Bros. Const. Co., for the Cox Creek Bridge widening on the North Albany Interchange-Waverly Drive Section of the Albany-Junction City Highway in Linn County.

Final payment on this contract is $2,252.89 and the total contract amount is $29,909.46, including $30.48 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Ross Bros. Const. Co.,
359 Apple Blossom Avenue North
Salem, Oregon

cc: C. H. Maison
Attn.: John Kerr

RECEIVED
APR 28 1964
FORM E-10A SOM 7-59 22125

FILING
1-16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3400 Spicer Road, Albany
April 17, 1964

SUBJECT: Base Mat'l Cox Creek bridge Sect.
Albany-Junction City Hwy.

To:
Mr. Gerald Wimer
Ass't Division Engineer
Salem

Test of the base mat'l on the above section indicate the East bridge approach has over optimum moisture and a slight deficiency of ¾-0 mat'l to reach 95% compaction. With drying weather and additional rolling this section can be brought to a density satisfactory for paving.

The west approach has an excess of moisture and is very deficient in ¾-0 material. We will need drying weather and the addition of approximately 1 inch of ¾-0 material with proper processing and rolling before this approach will be ready to pave.

NOTE
R. D. ASBURY

APR 2 . 1964

H. N. Hoover
Res. Engr.

NOTED
TOM EDWARDS

Reports to follow weekly

RECEIVED
APR 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
GERALD WIMER

cc: Tom Edwards
Ed Hunter

RECEIVED
APR 3 1964
FOR FILING

April 2, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed March 26 on Contract No. 6316. The contract was with Ross Brothers Construction Company for the Cox Creek Bridge widening on the Albany-Junction City Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 2, 1964, and that you concur in this procedure at the Commission meeting on April 23.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
AUG 20 1963

FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
August 20 1963

Ross Bros. Const. Co.
359 Apple Blossom Avenue North
Salem
Oregon

Gentlemen:

The State Highway Commission on August 19 1963, awarded to you State Highway Contract No. 6916 for the following project:

Cox Creek Bridge Widening on the North Albany Interchange-Waverly Drive Section of the Albany-Junction City Highway in Linn County.

This award was based on your low bid of $30,189.00 which was submitted to the Commission on August 13, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Frank Morgan
L. H. Young
R. G. Savage (31AC)
I. D. Merchant

RECEIVED
AUG 1 - 1963
FOR FILING

July 31, 1963

Hon. Larry D. Roth
Mayor of Albany
Post Office Box 490
Albany, Oregon

Dear Mayor Roth:

Further reference is made to your letter of June 21 and Mr. Cooper's reply of July 15, relative to the highway deficiency near the Waverly Lake area in the northerly part of Albany.

The Highway Commission at its meeting on July 18 approved the widening of the Cox Creek bridge and this will be undertaken in the very near future.

The roadway between the North Albany Interchange and Waverly Drive will be widened a little later, probably early next year. This will be somewhat dependent upon the weather.

If you have any further questions on this matter, do not hesitate to contact us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:hm

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

RECEIVED
AUG 28 1963
COMMISSIONER
FOR FILING

GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

6316

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 15, 1963

AGENDA
JUL 18 1963
3 b

Oregon State Highway Commission

Gentlemen:

The Pacific Highway leading into Albany from the North Albany Interchange has never been converted to adequate standards since the freeway was completed. The section to which I am referring is in the Waverly Lake-Cox Creek area. There is approximately one-half mile that needs to be widened to four lanes, which would include widening the bridge over Cox Creek.

I recommend that we add to the 1963 State Construction Program the widening of the Cox Creek structure, which is estimated to cost approximately $40,000. At the beginning of the next working season, in the spring of 1964, I will be prepared to make a further recommendation as to an additional project for the required pavement widening.

This matter will be on the July 18 agenda for your consideration.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

NOTED
FLOYD QUERY

E. R.

FORM A-123X 50M 3-63

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 15, 1963

Hon. Larry D. Roth
Mayor of Albany
Post Office Box 490
Albany, Oregon

Dear Mayor Roth:

Please pardon the delay in answering your letter of June 21 re the bottleneck at Cox Creek in Albany.

We are conscious of the need for improving this section and are attempting to find some way of alleviating the short, two-lane section. We sincerely hope that we will be able to work this out and will advise you as soon as we can make a determination.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

Porter - Coast

City of Albany

P. O. BOX 490
ALBANY, OREGON

June 21, 1963

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

We have written to you at times in the past and have also made personal contact in regard to the necessity for widening the Albany-Junction City highway adjacent to the Cox Creek crossing and the Waverly Lake area from two lanes to four lanes.

We are continually concerned with this bottleneck and with the potential hazards to motorists and I would again request that your department consider this project at the earliest possible date.

Traffic volume on this highway has been steadily increasing and we know in our own minds that it is just a matter of time until more serious accidents begin to occur than have to date. Actually there have been accidents involving injuries in this area and I feel that the bottleneck described above probably contributed a good deal to the cause of the accidents.

As you may know, we, in Albany, are vitally concerned with traffic safety and I am happy to say that in most cases your department has been extremely cooperative. We hope that you will give this problem the consideration it deserves and that we will be informed very soon that the necessary work will begin.

Yours very truly,

Larry D. Roth,
Mayor

LDR:lc

RECEIVED
JUN 25 1963
OREGON
STATE HIGHWAY COMMISSION

I-80N-2(18) Dodson-Bonneville Sec., 1963
33 Columbia River Hwy. (Roadside
#6317 Improve.)

STATE COPY

Carl Ladlie 6-17

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. C. H. Maison

Original signed by
L. R. Backlund
Admin. Manager

March 16, 1965

08-35.5

By:
L. R. Backlund
Administrative Manager

A. W. Parsons, Division Engineer
Salem, Oregon

Current Billing for February

This will confirm our verbal discussion concerning the current billing for February. Pursuant to our verbal agreement, the billing is being processed in the amount claimed.

Adjustments in amounts claimed will be made in March as follows.

An overclaim on the following projects resulted from the machine program providing that the retent amount would be based on 5% or $5,000, whichever is the lesser. This misunderstanding has been corrected to provide for the correct retent: of 10% or $5,000, whichever is the lesser.

Prefix No.	Federal Aid Project No.	Amount
8-1045	F-124(23)	28.04
615-1013	I-5-1(54)	375.00
617-1057	I-5-2(24)	172.41
617-1058	I-5-2(34)	316.25
626-1004	I-80N-2(18)	(1.40)
504-1098	S-195(3)	5.32
506-1010	S-524(1)	1,734.56

Included in the claim is the amount of $285.77 on Project F-122(14). The final voucher on this project was submitted on 12/30/64. A review of the vouchers covering the costs involved disclosed that the charge to the construction engineering prefix was in error. It was agreed that a transfer voucher would be processed to transfer the costs involved to the proper maintenance prefix.

RECEIVED
MAR 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Orig. to Maison 3-18-65

Copy To Young 3-30-65

RECEIVED
MAR 5 - 1965
FOR FILING

March 4, 1965

United States Fidelity and Guaranty Co.
Portland Office
201 Oregon Bank Bldg.
Portland 4, Oregon

Gentlemen:

On February 26, 1965, we wrote to you concerning release of final payment on Contract No. 6317 awarded to E.P. Baltz & Son, for roadside improvement on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

Final payment on this contract is $3,542.97 and the total contract amount is $51,701.16. No work was performed under force account.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc - E.P. Baltz & Son
9817 E. Burnside St.
Portland 16, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
FEB 19 1965
FOR FILING

February 19, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed April 21, 1964 on Contract No. 6317. The contract was with E. P. Baltz & Son and was for roadside improvement on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

Replacement planting was completed November 25, 1964, and accepted by the Bureau of Public Roads February 11, 1965.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 19, 1965, and that you concur in this procedure at the Commission meeting on March 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

LPS:bjs

RECEIVED
DEC 11 1964

December 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on November 25, 1964, on Contract No. 6317, Dodson-Bonneville Section, in Multnomah County, in connection with Federal-Aid Project No. I-80N-2(18)33.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBP:jb

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: -		WEEK ENDING: May 8, 1964
SECTION: Dodson - Bonneville		SECTION PREFIX: 626-1004
HIGHWAY: Columbia River		COUNTY: Multnomah
NAME OF JOB: Dodson - Bonneville	KIND OF WORK: Roadside Improvement	
CONTRACTOR: E. P. Baltz & Son	CONTRACT NUMBER: 6317	FEDERAL AID PROJECT NUMBER: I-80N-(18)33
DATE OF CONTRACT: Aug. 19, 1963	DATE WORK STARTED: Sept. 13, 1963	COMPLETION DATE: April 21, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION:	SPECIFIED WORK DAYS: 54	WORK DAYS USED: 53
PROJECT AUTHORIZATION: $ 60,000.29	ENGINEERING AUTHORIZATION: $ 4,266.69	PERCENT OF TIME ELAPSED: 99.4
EXCLUSIVE OF ENGINEERING: $ 55,733.40	ENGINEERING COST TO DATE: $ 5,200.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 51,717.16	PERCENT OF AUTHORIZATION: 121.9 %	
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 7.2 %	DATE PROJECT WAS COMPLETED: Contract work completed Apr. 21, 1964. Plant establishment period ends July 19, 1964.	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE		GRADING	STRUCTURES	BASE		OIL AND/OR PAVE.	MAT'L. PROD.	
Spr. Sys.	Fert.	Mnur.	Trees	Shrubs	Ivy	Berbry.	Mulch	Topsoil	Rubble Wall
100	100	100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Contract work completed April 21, 1964.
Last Weekly Report.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

RULED
JOHN R. GRIES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The contract work on this project was completed April 21, 1964.

The Semi-final estimate was submitted to the Division Office on Tuesday May 5, 1964.

No further weekly reports will be submitted.

W. J. Scofield
by: A. C. Elphand

SIGNED _____

ADDRESS Portland, 97202

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 23 1963
FOR FILING

October 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Dodson-Bonneville (Roadside Improvement) Section of the Columbia River Highway in Multnomah County, Contract No. 6317 in connection with Federal-Aid Project No. I-80N-2(18)33.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM R-2 (REV. 4-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
10-35		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
19		Multnomah
		PROJECT NO.
		I-80N-2(18)33

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Dodson to Bonneville

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-5-57	
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-63	5.076
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 60,666.00	$ 55,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stow

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons (Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 7, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4d of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

FORM CD-121 (6-22-38)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engr. DATE: September 24, 1963
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Project Agreement

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

I-80N-2(18)33 I-80N Dodson to Bonneville

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
OCT 1 1963
OFFICE ENGINEERING
DIVISION

RECEIVED
SEP 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal Aid
Project No. I-[illegible]-2(18)33

DODGE-BONNEVILLE-CASCADE OF THE COLUMBIA

[illegible] COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 28, 1963

Type Code 1.1.

Preliminary Engineering	All Required		$ 2,000.00

Type Code I-005
Roadside Improvement (Sta. 1452+00 to Sta. 1723+00) (On tract 6317)

Furnishing and Placing Topsoil	1,600 cu.yds.	$ 2.75	$ 4,400.00
1/2-inch Galvanized Steel Pipe	2,890 lin.ft.	0.42	1,213.80
3/4-inch Galvanized Steel Pipe	2,280 lin.ft.	0.45	1,026.00
1-inch Galvanized Steel Pipe	2,300 lin.ft.	0.52	1,196.00
1¼-inch Galvanized Steel Pipe	2,630 lin.ft.	0.63	1,656.90
1½-inch Galvanized Steel Pipe	1,430 lin.ft.	0.78	1,115.40
2-inch Galvanized Steel Pipe	1,600 lin.ft.	1.01	1,646.30
2½-inch Galvanized Steel Pipe	1,510 lin.ft.	1.51	2,280.10
3/4-inch Gate Valves	2 only	3.69	7.38
2½-inch Gate Valves	1 only	8.33	8.33
1-inch Section Control Valves	1 only	9.82	9.82
1½-inch Section Control Valves	2 only	13.70	27.40
2-inch Section Control Valves	28 only	18.07	505.96
1/2-inch Drain Valves	70 only	7.09	496.30
Shrubbery Sprinkler Head	730 only	1.38	1,007.40
2½-inch "Y" Strainer	1 only	239.00	239.00
Furnishing and Planting Trees	200 only	11.72	2,344.00
Furnishing and Planting Shrubs	5,600 only	3.45	19,320.00
Furnishing and Planting Bearberry	4,200 only	0.38	1,596.00
Furnishing and Planting English Ivy	23,500 only	0.27	6,345.00
Inorganic Fertilizer 10-16-8	30 cwt.	5.00	150.00
Organic Fertilizer, 5-3-2	70 cwt.	5.00	350.00
Manure Fertilizer	110 cu.yds.	5.75	632.50
Mulch Material	340 units	14.00	4,760.00
Cement Rubble Masonry	15 cu.yds.	60.00	900.00
			353,233.59

Flagging (57½¢ of Contractor's Cost)	All Required	$ 100.00
	Subtotal	$53,333.59
	10% Engr. & Cont.	5,332.41
	Total	$58,666.00

Length of Project . . . . . 5.076 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$2,000.00	$ 1,800.00	$ 200.00
Roadside Improvement	58,666.00	53,200.00	5,466.00
	$60,666.00	$55,000.00	$5,666.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1923;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-HDN-2(18)33

DALLAS-BONNEVILLE SECTION OF THE COLUMBIA

RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon July 16, 1963

Type Code P.E.
Preliminary Engineering — All Req. — $ 2,000.00

Type Code Y-305
Roadside Improvement (sta. 1452+00 to sta. 1720+00)

Furnishing and Placing Topsoil	1,600	cu.yds.	$ 3.00	$ 4,800.00
1/2-inch Galvanized Steel Pipe	2,890	lin.ft.	0.50	1,445.00
3/4-inch Galvanized Steel Pipe	2,280	lin.ft.	0.60	1,368.00
1-inch Galvanized Steel Pipe	2,300	lin.ft.	0.70	1,610.00
1¼-inch Galvanized Steel Pipe	2,630	lin.ft.	0.80	2,104.00
1½-inch Galvanized Steel Pipe	1,430	lin.ft.	1.15	1,644.50
2-inch Galvanized Steel Pipe	1,630	lin.ft.	1.25	2,037.50
2½-inch Galvanized Steel Pipe	1,510	lin.ft.	1.60	2,416.00
3/4-inch Gate Valves	2	only	6.00	12.00
2½-inch Gate Valves	1	only	21.00	21.00
1-inch Section Control Valves	1	only	20.00	20.00
1½-inch Section Control Valves	2	only	35.00	70.00
2-inch Section Control Valves	28	only	45.00	1,260.00
1/2-inch Drain Valves	70	only	10.00	700.00
Shrubbery Sprinkler Head	730	only	2.00	1,460.00
2½-inch "Y" Strainer	1	only	100.00	100.00
Furnishing and Planting Trees	200	only	7.00	1,400.00
Furnishing and Planting Shrubs	5,600	only	3.00	16,800.00
Furnishing and Planting Bearberry	4,200	only	0.30	1,260.00
Furnishing and Planting English Ivy	23,500	only	0.20	4,700.00
Inorganic Fertilizer 10-16-8	30	cwt.	6.00	180.00
Organic Fertilizer, 5-3-2	70	cwt.	6.00	420.00
Manure Fertilizer	110	cu.yds.	6.00	660.00
Mulch Material	340	units	13.50	4,590.00
Cement Rubble Masonry	15	cu.yds.	112.00	1,680.00
				$52,758.00

Flagging (57½% of Contractor's Cost)	All Req.	$ 100.00
	Subtotal	$52,858.00
	10% Engr. & Cont.	5,285.00
	Total	$58,143.00

Length of Project . . . . . .5.076 miles

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadside Improvement	58,143.00	53,200.00	4,943.00
	$60,143.00	$55,000.00	$5,143.00

RECEIVED
SEP 10 1963
FOR FILING

September 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 3, 1963, on Contract No. 6317, Dodson - Bonneville Section, in Multnomah County, in connection with Federal-Aid Project No. I-80N-2(16)33.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DEP:pac

RECEIVED
AUG 20 1963
COMMISSION'S OFFICE
FOR FILING

GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
August 20, 1963

E. P. Baltz & Son
7217 East Burnside St.,
Portland 16
Oregon

Gentlemen:

The State Highway Commission on August 19 1963 awarded to you State Highway Contract No. 6317 for the following project:

Roadside improvement on the Dodson-Bonneville Section of the Columbia River Highway in Multnomah County.

This award was based on your low bid of $83 233.89 which was submitted to the Commission on August 13, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. M. Young
R. G. Savage (BIAC)
Mark Astrup

RECEIVED
AUG 27 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 19, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-2(18)33
Dodson-Bonneville Section
Roadside Improvement

As requested in Mr. Young's letter of August 14, 1963 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6317 to E. P. Baltz and Son of Portland, Oregon, low bidder in the amount of $53,233.59 at the August 13, 1963 bid opening.

original to Young
8-27-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 22, 1963

Original signed by
G. R. Brooks
Dist. Engineer

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-DA

Oregon Project I-80N-2(18)33
Dodson-Donneville Section,
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's July 16, 1963 request for approval of an individual project program change for advancement to Stage 2. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that no displacement of people was necessary after relocation assistance requirements were established as indicated in Mr. Wright's July 15, 1963 letter.

Our approval is with the further understanding that contract provisions relative to non-discrimination, furnished with Instructional Memorandum 20-1-63, dated July 18, 1963, will be furnished to prospective bidders and be physically included in the contract for the work.

The use of the July 1, 1963 issue of Supplemental General Provisions is approved for this specific project.

RECEIVED
JUL 26 1963
FOR FILING

original To Young
with attach
cc Gifford
7-26-63

NOTED
LLOYD P. SHAW

F-322(6) West Salem Sec., Willamina- 1963
Salem Hwy., Roadside Improve.
#6318

RECEIVED
JAN 25 1965
FOR FILING

January 21, 1965

US Fidelity & Guaranty Co.,
Portland Office
201 Oregon Bank Bldg.,
Portland 4, Oregon

Gentlemen:

On January 6, 1965 we wrote to you concerning release of final payment on Contract No 6318, awarded to E. P. Baltz & Son, for Roadside Improvement on the West Salem Section of the Willamina-Salem Highway in Polk County.

Final payment on this contract is $3,200.08 and the total contract amount is $37,294.70, including $552.35 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

rg

cc: E. P. Baltz & Son
9817 E. Burnside St.
Portland 16, Oregon

CC: C. H. Maison
Attn.: John Herr

RECEIVED
JAN 4 - 1965
FC...

December 31, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed May 12 on Contract No. 6316. The contract was with E. P. Baltz and Son and was for roadside improvement on the West Salem Section of the Willamina-Salem Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1964, and that you concur in this procedure at the Commission meeting on January 26.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
Ray Asburry

LPS:ajw bjs

RECEIVED
DEC 15 1964
FOR FILING

December 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on December 7, 1964, on Contract No. 6318, West Salem section, in Polk County, in connection with Federal-Aid Project No. F-322(6).

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By LAH

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

DBF:mb

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: July 24, 1964
SECTION: West Salem		SECTION PREFIX: 27-1066
HIGHWAY: Willamina-Salem		COUNTY: Polk
NAME OF JOB: West Salem	KIND OF WORK: Roadside Improvement	
CONTRACTOR: E. P. Baltz & Son	CONTRACT NUMBER: 6318	FEDERAL AID PROJECT NUMBER: F-322 (6)
DATE OF CONTRACT: August 19, 1963	DATE WORK STARTED: September 9, 1963	ESTIMATED COMPLETION DATE: May 12, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS: 54	WORK DAYS USED: 49
		PERCENT OF TIME ELAPSED: 90
PROJECT AUTHORIZATION: $46,416.49	ENGINEERING AUTHORIZATION: $3,300.73	
EXCLUSIVE OF ENGINEERING: $43,115.76	ENGINEERING COST TO DATE: $3,900.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $39,943.99	PERCENT OF AUTHORIZATION: 118.2%	
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7.36 %	DATE PROJECT WAS COMPLETED: May 12, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
None	None	None	None	None	None	None	

	Topsoil	Shrubs	Mulch Material	Trees	
	~~BASE~~	~~EXCESS~~	~~MAINTENANCE MATERIAL~~	~~OIL & BITUMINOUS MACADAM~~	~~SURFACE~~
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,400 cu.yd.	2,700 only	300 units	180 only	
TOTAL QUANTITIES CORRECTED TO DATE	2,452 " "	2,285 "	205 "	169 "	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,452 " "	2,285 "	205 "	169 "	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0	0	0	
HOURS PER SHIFT	0	0	0	0	

EQUIPMENT USED DURING THE WEEK:

None

	WEATHER	HOURS DELAY	Workdays charged. CAUSE OF DELAY
SUNDAY			
MONDAY	Fair		None. ork on project completed.
TUESDAY	Fair		
WEDNESDAY	Fair		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY			

NOTED
JOHN R. OAKES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted the semi-final estimate June 15, 1964.

The plant estblishment period ended July 20, 1964. Friday, July 24, all planted material was inspected by Mr. Mark Astrup and the undersigned in company with the contractor, Mr. Tom Baltz and Mr. Glenn Hossner of the B. P. R. Comparatively little loss was encountered. The notice of rejection and list of rejected plants will be given to the contractor next week.

FINAL REPORT

SIGNED Arthur Duffy

ADDRESS Arthur Duffy, P. O. Box 30, Salem, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUN 24 1964
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6318

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 23, 1964

Page Paving Co.
494 State Street
Salem, Oregon

Gentlemen:

It has been brought to the attention of this office that two employees of the Harry P. Reid Trucking Service claim they were not paid the minimum hourly wage on a State Highway Federal Aid Project.

The men making the claim are a Mr. Cecil Parkhurst and Mr. J. C. Bean, and the project involved is the North Jefferson Junction-North Albany Interchange Section of the Pacific Highway (Interstate 5).

These men claim they were drivers of ten cubic yard-trucks and were paid at $2.65 per hour instead of at least the contract minimum wages of $3.58 per hour, which it appears was their classification.

In order to attempt to clarify this situation, I am asking that you submit transcripts of payrolls for the construction period on this project from May 1 through September, 1963. If payroll transcripts are not available, certified machine copies of time books will be sufficient.

Any information should be submitted to Mr. L. I. Lindas, Chief Counsel, Room 104, Oregon State Highway Department Building, Salem, Oregon.

Very truly yours,

L. I. LINDAS
Chief Counsel

JG:rb

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. Frank Towle
Mr. A. W. Parsons, USBPR -Salem
Attention: John Girvin
417 Cottage Street

NOTED
LLOYD P. SHAW

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 23, 1964

Slate-Hall
11655 S.W.Barbour Blvd.
Portland, Oregon

Gentlemen:

It has been brought to the attention of this office that two employees of the Harry P. Reid Trucking Service claim they were not paid the minimum hourly wage on a State Highway Federal Aid Project.

The men making the claim are Mr. Cecil Parkhurst and Mr. J. C. Dean, and the project involved is the West Salem Section of the Salem-Willamina Highway (Oregon 22). These men claim they were drivers of ten cubic yard-trucks and were paid at $2.65 per hour instead of at least the contract minimum wages of $3.48 per hour, which it appears was their classification.

In order to attempt to clarify this situation, I am asking that you submit transcripts of payrolls for the construction period on this project from May 1 through September, 1963. If payroll transcripts are not available, certified machine copies of time books will be sufficient.

Any information should be submitted to Mr. L. I. Lindas, Chief Counsel, Room 104, Oregon State Highway Department Building, Salem, Oregon.

Very truly yours,

L. I. LINDAS
Chief Counsel

JG:rh

cc: Mr. Forrest Cooper
Mr. A. L. Porter
Mr. Lloyd P. Shaw
Mr. Frank Towle
Mr. A. M. Parsons, USBPR
Attention: John Girvin
477 Cottage St., Salem

RECEIVED
OFFICE OF
JUN

RECEIVED
MAY 4 - 1964

FOR FILING

Location by

Estimate of

Explanation:

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the engineer, the Salem office will send one copy to the contractor, one to the district engineer and one to the resident engineer.

Project authorized

Present estimate of project cost, including this order

$

Expected

Expected

NOTED
LLOYD P. SHAW

Submitted by: /s/

Resident Engineer

Approval Recommended: /s/

Division Engineer

State Printing

RECEIVED
APR 13 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

April 7, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-DB

Oregon Project F-322(6)
West Salem Section of the Willamina-Salem Highway
Inspection-in-Depth: Roadside Improvement

Transmitted herewith are two copies of an inspection-in-depth report on subject project. This inspection consisted of an overall evaluation of contract administration, engineering inspection, and quality control.

The project, in general, was found to be very well administered, and to have adequate engineering inspection and quality control. Only one minor deficiency was noted, that being the lack of a copy of the "American Standard for Nursery Stock" for use in this project. This is obviously an oversight, which can easily be corrected.

It is indeed a pleasure to report our findings on this project. Work of this nature reflects favorably on your project personnel and merits special commendation for a job well done.

Attachments

original To Morgan
with attach.
cc Young w. th attach.
4-13-64

NOTED
LLOYD P. SHAW

Form PR-33
(5-2-56)

Region 8
Division No. ....
Division Oregon
District ....

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Project No. F-322(6)

Report on Roadside Improvement

Inspection made by G. K. Koesner, Area Engr. *Date inspection made* February 27, March 6, and April 1, 1964

In company with Arthur Duffy, Resident Engineer, OSHD

WEST SALEM SECTION
WILLAMINA-SALEM HIGHWAY

Preliminary review of plans, proposal and project file - 4 hours
Travel - 1 hour
Field - 3 hours
Division office - 1 hour
Write-up - 4 hours

DESCRIPTION OF IMPROVEMENT: Roadside Improvement

LENGTH: 1.069 miles

CONTRACTOR: E. P. Baltz and Son, Portland, Oregon

AWARD DATE: August 19, 1963

CONTRACT AMOUNT: $40,709.10, of which $7,325.25 is for non-participating State project.

TIME ALLOWED: 54 Work days

TIME STARTED: September 9, 1963 WORK STARTED: September 9, 1963

Project is 90% complete and 69% of the time allowed has been used.

Percent engineering to date: 95%

PROJECT DATA

The project provides for landscaping the West Salem Section of the Willamina-Salem Highway in Polk County beginning at Station 1277+00 and extending in an easterly direction to end Station 1338+43 (W.B.). Grading and paving of this section was accomplished under Projects F-325(5) and U-322(5). The Federal-aid portion of the project begins at Station 1282+00 and is located entirely within the Salem urban area. The overall length of the project is 1.16 miles with the Federal-aid project consisting of 1.07 miles.

MORE

Work to be accomplished under the contract consists generally of reshaping existing slopes, furnishing and placing topsoil, furnishing and installing an underground irrigation system, furnishing and planting trees, shrubs and ground cover, and cultivating and seeding approximately 2 acres of lawn. The contract also provides for a 90 day plant establishment period which follows the completion of all other contract work.

The project is complete with exception of a minor amount of planting and mulching work, and the lawn and plant establishment periods. The planting and mulching work will be accomplished as weather and soil conditions permit.

No work was in progress during course of this inspection due to inclement weather.

COMMENTS AND RECOMMENDATIONS

1. Job management and engineering control of the project are considered very satisfactory. Records were complete and well documented.

2. Project workmanship is considered to be very good.

3. The engineering staff is adequate for the work involved, and are conscientious and well qualified for this type of project.

4. Construction identification signs are properly displayed.

5. The prime contractor provides adequate and capable supervision and workmen for the project.

6. It is recommended that a copy of the latest issue of the "American Standard for Nursery Stock" be furnished to resident engineers responsible for the administration of roadside improvement projects.

ENGINEERING CONTROL

An engineering technician, under the direct supervision of the resident engineer, performed most of the inspection work on this project. Supplemental inspectors were used as necessary to properly control the field work. Landscape architects from the central office were also available upon request and provided the technical assistance required.

Resident Engineer Duffy has worked for the OSHD for 34 years and has served as a resident engineer for the past 15 years.

Irving E. Littau, Engineering Technician I, served as the principal inspector. He has been with the OSHD for 9 years and has a background in the Agricultural field which is beneficial for this type work.

MORE

Both the resident engineer and the principal inspector have had previous experience with roadside improvement projects.

A copy of the AASHO Guide for Project Procedures is available in the project office. The resident engineer is familiar with this guide and indicated that personnel under his supervision have read this document.

The resident engineer did not have a copy of the "American Standard for Nursery Stock" even though the contract specified that all plant material shall conform to the applicable requirements set forth in the current issue of this publication unless superseded by the plans and special provisions.

PRIME CONTRACTOR

The contractor, E. P. Baltz & Son of Portland, Oregon, has successfully completed several Federal-aid landscaping projects during the past few years. His organization is particularly experienced in this type of work. The contractor's superintendent, C. H. Haselton, is a former landscape architect with the O.S.H.D. and is cognizant and appreciative of the State's landscaping requirements.

The contractor has a reputation of doing good work and such was very evident on this project. All planted material and the general project workmanship appears to be of excellent quality.

SUBCONTRACTORS

There were no subcontractors on this project.

INSPECTION OF PLANTS AND OTHER MATERIALS

All planted material was inspected for compliance with governing specifications by a duly authorized representative of the O.S.H.D. upon arrival or the project. A Field Inspection Report (see exhibit I), which was developed by this resident engineer, was completed to cover each delivery. This report indicated the quantity and quality of each delivery, as well as disposition of the material. This report was then signed by the State representative and a representative of the contractor.

Subsequent inspections were made during the planting and construction work and any dead or unhealthy plants will be replaced during, and at the termination of, the plant establishment period.

Random checks and measurements were made of the various planted material during this inspection with no appreciable deviation from specified requirements being noted.

TEST REPORTS AND SUPPLIER CERTIFICATION

The project files contain test reports and/or certification to cover

material incorporated in the project and indicate that all materials substantially conform to specified requirements.

ESTIMATES AND SUPPORTING DOCUMENTS

Spot checks were made between the monthly progress estimates and the basic supporting data. The basic supporting data were available in each case and included a segregation between the items of work on the State and Federal-aid sections. Summary books were cross-referenced to the basic data source and were current.

Flagging and equipment rental items were supported by daily force account records signed by representatives of the State and contractor. Tickets were issued for the topsoil and mulch as it was delivered to the project.

CONTRACT CHANGES

Minor changes were required during the course of the project. These changes included lowering the minimum drawbar horsepower for the tractor (crawler type), plant substitutions, and alterations of the irrigation system. These changes were documented with properly executed price agreements or extra work orders.

Exhibit 16.1

FIELD INSPECTION REPORT
(Materials delivered to Project)

Section _____ Prefix No. _____

Highway _____ Contract No. _____

Contractor _____ F.A.P. No. _____

Engineer _____ County _____

Inspection Report on _____

Source of Materials _____ Date of Arrival _____

Inspected at _____ Lab. Sheet No. _____

Report of Inspection

Instructions: Under report of inspection include quantity, lengths, size, type and what part the unit being inspected is in relation to total unit. Include any information as to damaged sections, substandard details and any other remarks concerning the inspection. Also include in report any action taken, such as rejection of any portion of suitability of same.

Inspected by _____ Title _____ Date _____

RECEIVED
FEB 4 - 1964
FOR FILING

7222(1)
6211

February 3, 1964

Mr. William L. Mainwaring, Chairman
Subcommittee on Entranceway Beautification
Salem Area Chamber of Commerce
Post Office Box 231
Salem, Oregon

Dear Mr. Mainwaring:

Reference is made to your January 24 letter containing comments relative to the appearance of the highway in West Salem.

We find that there is a small trash deposit in the area near the Rosemont Interchange which will be removed by the contractor upon completion of his work. The Landscape project is now about 80 per cent complete and when finished will leave the area in a generally presentable condition.

Some debris was also noted near the City's gravel pile at the west end of the Center Street Bridge. I think that this is material left over from the October 1962 storm and our maintenance forces will remove the debris.

The ditch between Edgewater Street and the new highway presents some problems. The Highway Commission has filled to the limit of its right-of-way and can do nothing more without either acquiring additional right-of-way or securing a permit from private parties. It is a little hard to explain this in a letter and I would suggest that if you wish to pursue the matter further, you contact me and I will be glad to discuss it with you. Also, if you would like to make a visual inspection of the section, arrangements can be made to do so on very short notice.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Ray Asburry

SALEM AREA CHAMBER of COMMERCE

220 COTTAGE ST. N.E.
POST OFFICE BOX 231
Telephone Area Code 503: 581-1466
SALEM, OREGON

REFERRED TO
Forrest Cooper
BY SECRETARY

Jan. 24, 1964

Oregon State Highway Commission,
State Highway Building,
Salem, Ore.

Dear Sirs,

As a subcommittee of the Salem Area Chamber of Commerce, we have been looking over various major entranceways to the city to see what might be done to beautify them.

We have taken particular interest in the new West Salem Freeway. And we want to compliment the commission for the generally attractive landscaping of the freeway grade and right-of-way.

We note a couple of problems, however, which we want to bring to your attention.

Porter

One relatively minor matter involves the trash pile near the bridge, which we understand is on state highway property. It's unpleasing to the eye and serves as an invitation to others to dump trash in the area. We wonder if it would be possible to remove or bury this trash?

The second problem is much harder to solve. A rather wide ditch parallels the westbound portion of the freeway grade, particularly between the grade and buildings beginning with Tucker's Cleaners and extending westward. We have been told that this ditch is on your property, rather than the property of the adjoining businesses. This ditch is a potential vehicular hazard, of course. It also invites people to dump debris along here, which too many have done. And it pretty well prevents city or service club planting of trees which might screen out the unsightly buildings along the freeway.

We wonder if it would be possible to fill this ditch, perhaps by using material which might become available in the extension of this freeway westward. We believe filling this ditch would make it possible---with your permission, of course---for Salemites to plant some trees and greatly improve the appearance of this area.

We will appreciate your consideration of these matters, and your evaluation of their merit.

NOTED
R. L PORTER

Sincerely,

Wm. L. Mainwaring

William L. Mainwaring, Chairman
Subcommittee on Entranceway
Beautification

RECEIVED
FEB 5 - 1964

FORM E-20X—50M—12-63 54677

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1964

SUBJECT:

To:
Mr. R. D. Asburry
Division Engineer
D e p a r t m e n t

NOTED
R. L. PORTER

The brush pile on the southerly side of the Willamina-Salem Highway just westerly of the Center Street Bridge in Salem was placed there by the City of Salem following the Columbus Day windstorm emergency last year. At the time, there was a serious need for burning sites and we saw no objection to allowing them to use the area providing it was cleaned up.

State Forces did burn in the vicinity, but cleaned up the resulting debris. It is not a large project to clean up the brush left by the city. State Forces will do this starting tomorrow.

District Maintenance Superintendent Floyd Lacey will contact Salem City Engineer B. T. Van Wormer and discuss possible future city needs of the area with him. Should they again need to utilize it for this purpose, they should then plan to clean it up following each such use.

SIGNED BY
GERALD W. WIMER

Gerald W. Wimer
Assistant Division Engineer

GWW:jc
cc: Mr. R. L. Porter
Mr. F. T. Lacey

RECEIVED
OCT 23 1963
FOR FILING

October 22, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering removal of debris and excavate trench for topsoil on the West Salem Section of the Willamina-Salem Highway in Polk County, Contract No. 6318 in connection with Federal-Aid Project No. F-322(6).

This work was shown on the plans but no provision was made for payment. This order covers the payment to the contractor for this work.

This work was verbally approved by the BPR District and Area Engineers October 11, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
OCT 22 1963
FOR FILING

October 21, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering salvage and reinstallation of a section of the sprinkling system on the West Salem Section of the Willamina-Salem Highway in Polk County, Contract No. 6318 in connection with Federal-Aid Project No. F-322(6).

In testing the sprinkling system, which had been installed according to plan, it was found that it did not cover the intended area. This was due, primarily, to the fluctuation of water pressure. To cover the area it is necessary to relocate one line of sprinklers and add one line. The additional line will be installed under Price Agreement No. 2 at contract prices.

This work was verbally approved by the BPR District and Area Engineers October 3, 1963, and the field authorized to proceed. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

Enclosure

DBP:ia

RECEIVED
OCT 10 1963

FOR FILING

L-318

477 Cottage Street NE.
Salem, Oregon

October 3, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec

A. W. Parsons
Division Engineer
Salem, Oregon

By: T. Dec Eng. Coordinator
Engineering Coordinator

08-35.2-EC

Oregon Project F-322(6) - West Salem Section
City of Salem Utility Installation

Our memorandum dated July 22, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility installation work included in the project estimate.

We now approve the plans and estimate furnished with Mr. Hardie's letter dated September 17, 1963 for the installation of two water meters.

You were authorized to proceed with actual adjustments for the above mentioned utility installation effective on September 12, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 21-6.3 and supplements thereto.

original to Young
10-9-63

NOTED
LLOYD P. SHAW

RECEIVED
SEP 23 1963
FOR FILING

September 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the West Salem-Roadside Improvement Section of the Willamina-Salem Highway in Polk County, Contract No. 6318 in connection with Federal-Aid Project No. F-322(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

Enc.
DSFiles

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SEP 17 1963
FOR FILING

September 17, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

West Salem Section
Salem-Hillsboro Highway
Polk County
Project No. F-32(6)

Dear Sir:

Herewith are two copies each of the estimate and sketch prepared by City of Salem, Utilities Department, covering the installation of two water meters on the subject project.

The water meters, by the City of Salem, is an anticipated item of the contract. Verbal approval of the work was given by the BPR Area Engineer, September 12, 1963, and the City was authorized to proceed that date as an emergency measure to expedite construction. Your formal approval and authorization to proceed as of that date under the provisions of PPM 23-6.3 are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
OCT 3 1963
FILING 13

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. 1

FORM [illegible].2 (REV. [illegible]-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Polk

PROJECT NO.: F-322(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 22 - West Salem Urban Boundary to Patterson Street

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-63	1.069
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 41,280.00	$ 26,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official Name of Highway Department)

By Lloyd V. Shaw

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

L. R. Backlund

By: L. R. Backlund, Admin. Manager

Date executed by Division Engineer 9-13-63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the changes set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Also, see attachment.

RECEIVED
Sep 19 19
OREGON

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid
Project No. S-322(6)

WEST SALEM SECTION OF THE

MCMINNVILLE-SALEM HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices).

Salem, Oregon, August 27, 1963

Type Code 1005
Roadside Development (Sta. 1252+00 to Sta. 1333+45 "WF")(Contract 6318)

Tractor and Dozer	40 hours	$ 14.00	$ 560.00
Furnishing and Placing Topsoil	2,000 cu.yds.	1.75	3,605.00
1/2-Inch Water Pipe	570 lin.ft.	0.38	216.60
3/4" Water Pipe	1,650 lin.ft.	0.42	693.00
1-Inch Water Pipe	1,650 lin.ft.	0.50	825.00
1½-Inch Water Pipe	700 lin.ft.	0.59	413.00
1½-Inch Water Pipe	870 lin.ft.	0.73	635.10
2-Inch Water Pipe	920 lin.ft.	0.90	828.00
2½-Inch Water Pipe	130 lin.ft.	1.20	156.00
2-Inch Gate Valves	2 only	18.14	36.28
1½-Inch Section Control Valve	5 only	23.24	116.20
2-Inch Section Control Valves	10 only	27.89	278.90
3/4-Inch Quick-coupling Hose Valves	30 only	6.50	195.00
1/2-Inch Manual Drain Valves	35 only	8.36	292.60
1½-Inch Vacuum Breakers	2 only	24.61	49.22
2-Inch Vacuum Breakers	10 only	29.83	298.30
Pop-up Sprinkler Head, Non-Revolving	105 only	3.00	315.00
Pop-up Rotary Sprinkler Heads	30 only	22.79	683.70
Shrubbery Sprinkler Heads	65 only	1.98	128.70
Furnishing and Planting Trees	170 only	8.00	1,360.00
Furnishing and Planting Shrubs	2,540 only	3.05	7,747.00
Furnishing and Planting Dwarberry	15,300 only	0.38	5,814.00
Furnishing and Planting Climbing Hydrangea	3 only	4.00	12.00
Furnishing and Planting English Ivy	18,200 only	0.26	4,732.00
Furnishing and Planting Evergreen Candytuft	250 only	0.60	150.00
Furnishing and Planting Salal	200 only	0.80	160.00
Planting Rotary Azaleas	500 only	1.00	500.00
Lawn Construction	2 acres	1,000.00	2,000.00
Grass Seed, Creeping Red Fescue	400 lbs.	0.36	144.00
Organic Fertilizer, 5-3-2	85 cwt.	5.25	446.25
Inorganic Fertilizer, 10-16-0	34 cwt.	5.50	187.00

Manure Fertilizer	86 cu.yds.	$ 5.00	$ 430.00
Mulch Material	270 units	11.00	2,970.00
			$3,977.85
Planting (57½% of Contractors Cost.)	All Required		$ 220.00
Meters (Water)	All Required		350.00
			$ 590.00
	Subtotal		$37,527.85
	12% Engr. & Cont.		3,752.15
	Total		$41,280.00

Length of Project - - - - - - - - - - - - - - 1.069 miles

Federal Funds -	$26,000.00
State Funds -	15,280.00
	$41,280.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 307, Laws 1939

State Funds for Maint.: Chap. 389, Laws 1939

Oregon State Highway Department

Federal Aid
Project No. F-322(6)

WEST SALEM SECTION OF THE

WILLAMINA-SALEM HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 12, 1963

Type Code Y005
Roadside Improvement (Sta. 1282+00 to Sta. 1338+45 "WB")

Tractor and Doser	40 hours	$ 13.00	$ 520.00
Furnishing and Placing Topsoil	2,060 cu.yds.	2.00	4,120.00
½-inch Water Pipe	570 lin.ft.	0.50	285.00
3/4-inch Water Pipe	1,650 lin.ft.	0.60	990.00
1-inch Water Pipe	1,650 lin.ft.	0.70	1,155.00
1¼-inch Water Pipe	700 lin.ft.	0.80	560.00
1½-inch Water Pipe	870 lin.ft.	1.15	1,000.50
2-inch Water Pipe	920 lin.ft.	1.25	1,150.00
2½-inch Water Pipe	130 lin.ft.	1.60	208.00
2-inch Gate Valves	2 only	21.00	42.00
1½-inch Section Control Valves	5 only	40.00	200.00
2-inch Section Control Valves	10 only	50.00	500.00
3/4-inch Quick-coupling Hose Valves	30 only	10.00	300.00
½-inch Manual Drain Valves	35 only	10.00	350.00
1½-inch Vacuum Breakers	2 only	20.00	40.00
2-inch Vacuum Breakers	10 only	30.00	300.00
Pop-up Sprinkler Head, Nonrevolving	105 only	4.50	472.50
Pop-up Rotary Sprinkler Heads	30 only	25.00	750.00
Shrubbery Sprinkler Heads	65 only	2.00	130.00
Furnishing and Planting Trees	170 only	7.00	1,190.00
Furnishing and Planting Shrubs	2,540 only	3.00	7,620.00
Furnishing and Planting Bearberry	15,300 only	0.35	5,355.00
Furnishing and Planting Climbing Hydrangea	3 only	2.50	7.50
Furnishing and Planting English Ivy	18,200 only	0.25	4,550.00
Furnishing and Planting Evergreen Candytuft	250 only	1.00	250.00
Furnishing and Planting Salal	200 only	1.00	200.00
Planting Exbury Azalea	500 only	2.00	1,000.00
Lawn Construction	2 acres	1,200.00	2,400.00
Grass Seed, Creeping Red Fescue	400 lbs.	0.50	200.00
Organic Fertilizer, 5-3-2	85 CWT	5.50	467.50
Inorganic Fertilizer, 10-16-8	34 CWT	5.50	187.00
Manure Fertilizer	86 cu.yds.	6.00	516.00
Mulch Material	270 units	12.50	3,375.00
			$40,391.00

Flagging (57% of Contractor's Costs)	All Required	$ 200.00
Meters (Water)	All Required	350.00
		$ 550.00
	Subtotal	$40,941.00
	10% Engr. & Cont.	4,094.00
	Total	$45,035.00

Length of Project - - - - - - - 1.069 Miles

Federal Funds -	$28,300.00
State Funds -	16,735.00
	$45,035.00

RECEIVED
AUG 20 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD SUGG, SECRETARY
SALEM

F 322 (6)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
August 20 1963

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

E. P. Baits & Son
9817 East Burnside Street
Portland 16
Oregon

Gentlemen:

The State Highway Commission on August 19, 1963.
awarded to you State Highway Contract No. 6318
for the following project:

Roadside improvement on the West Salem Section of the Willamina-Salem Highway in Polk County.

This award was based on your low bid of $48,709.10
which was submitted to the Commission on August 13, 1963.
for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. H. Young
H. C. Savage (SIAC)
Mark Astrup

RECEIVED
AUG 27 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 19, 1963

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-322(6)
West Salem Section
Roadside Improvement

As requested in Mr. Young's letter of August 14, 1963 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6318 to E. P. Baltz and Son of Portland, Oregon, low bidder in the amount of $40,709.10 at the August 13, 1963 bid opening.

As stated in our July 22, 1963 letter authorizing advertising, authorization to proceed with the reimbursable utility installation will be withheld until the detailed estimate is furnished to and approved by this office in accordance with PPM 21-6.2.

NOTED
LLOYD P. SHAW

original To Young
8-27-63

RECEIVED
JUL 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 22, 1963

Original signed by
G. R. Brooks
Dist. Engineer

By: G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

Oregon Project F-322(6)
West Salem Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that no displacement of people was necessary after relocation assistance requirements were established as indicated in Mr. Wright's July 15, 1963 letter.

Our approval is with the further understanding that contract provisions relative to non-discrimination, furnished with Instructional Memorandum 20-1-63 dated July 18, 1963, will be furnished to prospective bidders and be physically included in the contract for the work.

The use of the July 1, 1963 issue of Supplemental General Provisions is approved for this specific project.

Authorization to proceed with the reimburseable utility installation included in the project estimate is withheld until the detailed estimate is furnished to and approved by this office in accordance with PPM 21-6.2.

original To Young
with attach.
cc Gifford
7-26-63

NOTED
LLOYD P. SHAW

JUL 25 1963
OFFICE
STATE HIGHWAY ENGINEER

FORM E-123K 5CM

RECEIVED
JUL 1 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

The Oregon State Highway Department has received a gift of deciduous hybrid azalea plants from the Experiment Station of the Oregon State University for use in planting to improve the appearance of our highways and add interest to the road user.

This is a very generous and desirable gift and we anticipate using a portion of these plants in a proposed contract for Roadside Development of the East Bank Freeway Section of Portland this fall. The plants are being furnished without cost to the State and it is our belief that it is in the public interest to utilize them on this location.

In accordance with the provisions of PPM 21-6.3(1) dated December 12, 1961, your authority to include these plants in the contract is requested. This anticipates that the Federal Government will participate in the costs of moving and planting the azaleas which will be a pay item within the total bid.

Very truly yours,

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

MHA/nf:fp
cc Lloyd Shaw
F. B. Klaboe
Mark Astrup

RECEIVED
JUL 10 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

July 3, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Ore. F-325(-) U-322
Landscaping - West Salem Section

We find that it is in the public interest to accept the gift of hybrid azalea plants from OSU (as shown in your letter of July 1, 1963) for use in the West Salem Roadside Development Project. We approve of the arrangement and will participate in the cost of moving and planting as a bid item under a contract. If large amounts of plants are expected, further concurrence from our Washington office would be required.

Original To Morgan
cc Astrup
Young
7-10-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 10 1963
FOR FILING

477 Cottage Street N. E.
Salem, Oregon

July 2, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Use of Hybrid Azalea Plants Donated by OSU for Eastbank Freeway Section

We find that it is in the public interest to accept the gift of hybrid azalea plants from OSU (as shown in your letter of June 21, 1963) for use in the Roadside Development of the East Bank Freeway Section of Portland. We approve of the arrangement and will participate in the cost of moving and planting as a bid item under a contract. If large amounts of plants are expected, further concurrence from our Washington office would be required.

original To Morgan
CE Young
Astrup
7-10-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 3 - 1963
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 1, 1963

Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Gentlemen:

In our letter of June 21 signed by Mr. G. L. Decker, Assistant Construction Engineer, the gift for a quantity of hybrid azaleas from the Oregon State University was explained. The letter specifically requested the use of a portion of these azaleas on the East Bank Freeway Section of Portland.

We would also like to use a portion of these plants on the West Salem Roadside Development project scheduled for contracting this fall.

We do believe the authorization of these plants is in the public interest and in accordance with the provisions of PPM-6.3(1), your authority to include these plants in the contract is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA/nf
cc: L. P. Shaw
F. D. Morgan
R. D. Asburry

RECEIVED
JUL 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-3(36) Big Eddy-Celilo Sec., Col- 1963
86 umbia River Hwy. (Grad.)
#6319 [redacted]

RECEIVED
DEC 23 1966

December 22, 1966

Mr. W. G. Johnson
Superintendent, Oregon Division
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Dear Mr. Johnson:

Re: Maintenance of Railroad Culverts, UPRR -
M.P. 92-93, Big Eddy-Celilo Section,
Columbia River Highway, Wasco County,
Contract No. 6319, Project No. I-80N-3(36)86
Your File: D 315-2-104

This is in reply to your letter of November 23 with which you attached a copy of your letter dated August 4 to our Mr. Hamilton containing an estimate of cost of $1,835 for the Railroad to perform the required maintenance work on the culverts and side ditches between your M.P. 92.0 and 93.5.

This problem has been studied by our engineers at some considerable length before, during and after the meeting held in the field at the site on July 19, 1966. We have come to the following conclusions:

1. Both the State and Railroad have been combating sand drift problems in the area for a number of years prior to any highway construction.

2. These problems still exist and will continue as long as the main dune area remains exposed.

3. Any possible damage caused to the railroad during the State's construction, and for which the obligation was even then questionable, was repaired at State expense to the satisfaction of Railroad representatives.

4. Contrary to your statement that no adverse conditions existed prior to our construction, you did undertake extensive measures in the past years to alleviate the drifting conditions.

5. The cleanup of the railroad ditch and culverts could very well be an annual necessity even under normal conditions in this area.

6. The State has no obligation in this regard and, therefore, is not willing to reimburse the Railroad for the cost of this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards (Enc.)
F. D. Morgan
E. S. Hunter (Enc.)
J. F. Putnam
J. S. Sawyer
R. P. Hamilton
T. W. Litchfield

TWL:sg:fp srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 21, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Maintenance of Railroad Culverts
UPRR M.P. 92 - 93
Big Eddy-Celilo Section
Columbia River Highway
Wasco County
Contract No. 6319
Project No. I-80N-3(36)86
UPRR File D 315-2-104

For over a year the State and the Union Pacific Railroad Company have been arguing about the maintenance of two railroad culverts at UPRR M.P.s 91.95 and 92.49 which lie within the limits of the above-captioned section. The railroad insists the State is responsible to clean these culverts and we have reiterated our position in numerous letters and one field meeting with their people.

Their most recent letter dated November 23, 1966 asks again for us to reimburse the railroad for their maintenance of these culverts. You will find attached a rough draft of a reply we feel appropriate to their letter and feel that this should come from your office.

You will also find attached copies of UPRR letters dated November 23, 1966 and August 4, 1966, Mr. J. F. Putnam's letter to the undersigned dated August 9, 1966, Mr. Warfield's letter to the undersigned dated July 25, 1966 and Mr. Hamilton's letter to Mr. Putnam dated July 21, 1966. Mr. Hamilton's letter is a report of the field meeting held July 19, 1966 between representatives of the railroad and the State and summarizes the concensus of opinion of our representatives. It is these opinions that I have included in my rough draft to the railroad.

I will be happy to discuss this with you at your convenience.

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
Attach.

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 23, 1966

File Ref. D 315 - 2 - 104

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

On August 4, 1966, I wrote Mr. R. P. Hamilton, District Maintenance Superintendent for the Highway Department at The Dalles, following a meeting held with him concerning need to clean the Railroad's side ditch and culverts between MPs 92.0 and 93.5 near Dune, Oregon.

Mr. Hamilton recently advised that this matter was referred to you for handling, and in view of our discussions with Mr. Hamilton, will you please now advise the State's willingness to compensate the Railroad as requested. A photocopy of my letter is attached for your ready-reference.

Very truly yours,

W. G. Johnson
HBC

enc.

Routing
Morgan
Parker
Litchfield
Warner
Shaw
Swan
Post
Orbison
Price
Otte

RECEIVED
NOV 25 1966
CONSTRUCTION
DIVISION

FORM E-20 SGN 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 9, 1966

SUBJECT: UP Railroad Complaint
Drifting Sand, RR MP 92 -93
Columbia River Hwy.

To:

Mr. Ted Litchfield
Utilities Liaison Engineer
State Highway Department
Salem, Oregon

You recently received a copy of a letter from the Union Pacific Railroad to District Maintenance Superintendent Hamilton concerning an estimate to clean up railroad ditches and culverts which were purportedly caused by the contractor's operations on the Big Eddy-Celilo grading contract.

I wish to reiterate our contention that the project was inspected by Resident Engineer Hawkins and Railroad Inspector and was accepted as being complete by the inspector at that time, and that any further work should be the responsibility of the Railroad, as this is in an area which is subject to drifting sand.

J. F. Putnam
Division Engineer

JFP:me
cc: R. P. Hamilton

Routing
Morgan
Docker
Bond
Barbee
Walker
Olson
Swan

RECEIVED
AUG 19 1966
CONSTRUCTION
DIVISION

AUGUST 4, 1966

File Ref. D 315 - 2 - 104

Mr. R. P. Hamilton,
District Maintenance Superintendent
Oregon State Highway Department
P. O. Box 420
The Dalles, Oregon 97058

Dear Sir:

Please refer to your recent meeting at Dune with Railroad representatives concerning need to clean railroad side ditch and culverts between MPs 92.0 and 93.5 as a result of being filled and plugged with sand from State Highway construction work.

In line with these discussions we have tentatively estimated it will cost about $1,835 to perform this cleaning work with Railroad forces and equipment. A breakdown of the estimate is as follows:

Description	Quantity	Unit	Unit Cost	Labor	Material	Total
Locomotive Crane (25-ton capacity)	4	Day	125.00		$ 500	
Crane travel time	1	"	125.00		125	
Grader Patrol	4	"	60.00		240	
Grader travel time	1	"	60.00		60	
Conductor Pilot	4	"	35.00	$140		
Section Laborer (3)	96	Hr.	2.63	253		
Section Foreman	24	Hr.	2.94	71		
Motor Car	4	Day	1.50		6	
Pickup Truck	4	"	9.50		38	
Labor & material additives				142	117	
Contingencies				44	99	
Subtotals				$650	$1,185	
Total						$1,835

As pointed out to you, the Railroad feels this is the State's responsibility and will you please advise if the

State is willing to reimburse our Company accordingly.

Very truly yours,

W. G. Johnson

FORM E-20 5M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
July 25, 1966

SUBJECT: UP Railroad Complaint
Drifting Sand, Railroad MP 92-93
Big Eddy-Celilo Section
Contract No. 6319

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. T. W. Litchfield

Herewith a report on the meeting held near the sand dunes east of The Dalles with Union Pacific Railroad officials regarding their complaint of drifting sand. Mr. Hamilton's report is quite complete and I agree with him completely that the railroad's inspector accepted the job at the time of completion of our grading contract on the Big Eddy-Celilo Section, and that we have no further responsibility for additional clean up.

Both the highway and the railroad have had a continuing maintenance problem in this location for many years, and we took all steps possible to halt erosion in those areas which were distrubed by our construction, with the exception of the dune itself. Even now it is a daily task for the section foreman to remove drifting sand from the off leg of the railroad access.

It is my recommendation that the railroad company be advised that we have no further obligation to provide them with maintenance.

J. F. Putnam
Division Engineer
by L. N. Hoffer

JFP:me
Encl.
cc: Mr. E. S. Hunter

Routing

Morgan	Pease E
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield T
Swan	Olson

RECEIVED
JUL 26 1966
CONSTRUCTION
DIVISION

FORM H-10 8CM 3-61 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles 97058
July 21, 1966

SUBJECT: Union Pacific Railroad Complaint
Drifting Sand, Railroad MP 92-93
Big Eddy-Celilo Section
Columbia River Highway I-80N
Contract No. 6319

To:

J. F. Putnam
Division Engineer
B E N D

A meeting was held July 19 at the site concerning the subject complaint.

Representing the Union Pacific Railroad were the following:

Harold B. Durrant, Division Engineer
Glenn Tabor, Assistant Division Engineer
Walt Kirker, Roadmaster
John Conklin, Engineer-Inspector
Byron Horstman, Engineer-Inspector

For the Highway Department were Resident Engineers Hawkins and Sawyer, and the undersigned.

Earlier letters restricted the railroad's complaint to sand filled culverts between their MP 92 and 93. At today's meeting however, the railroad was insistent that the State also clean out the trackside ditch along the foot of the highway embankment through this mile section. This would be between approximate highway stations 1450 and 1500 on the subject project.

This is a shallow ditch, but sand has drifted in along a considerable portion of it's length and at several locations, the ditch is completely filled. It would appear that the amount of sand would amount to less than 500 cu. yds. As the ditch fills, sand is deposited over the ties, against the rails, and also has contaminated the ballast to some extent. It was also noted that the embankment slope leading up from the railroad to the highway is pretty well blanketed with drifted sand.

It is the railroad's contention that the drifted sand is not from the main sand dune area located westerly from the railroad RCBC underpass at station 1449+50, but was, instead, caused during our contractor's operations in obtaining borrow material along the southerly side of the highway under the bluffs. They recalled this material being deposited during our construction when the blowing sand conditions were such that it was desireable for traffic to use their headlights during daylight hours. It is true that traffic had to take this measure on occasion. The railroad overlooks the fact however, that such blowing conditions have existed at other times caused from natural sand deposits, when we had no work whatsoever being performed in the area.

At one location on the sand-filled ditch, the railroad people were very firm in their contention that the material came from our contractor's operations directly across the highway. This would mean the material was carried in a south to north direction, which is considered an impossibility by those of us who have observed, on numerous occasions, blow-sand being carried a considerable distance longitudinally with the highway by prevailing WSW winds.

It is entirely conceivable however, that sand deposits disturbed by our operations further westerly, nearer the main dunes, could have been carried easterly to the extent that same was deposited on the railroad facility at the above location. The amount of such deposits would be undeterminable, but should be a minute percentage of the overall picture.

As the railroad takes the stand that they had no trouble with blow-sand in this area prior to or since our construction, Hawkins pointed out that one culvert was cleaned twice by the railroad at State expense during said construction and, upon completion of our project, Engineer-Inspector Conklin gave us a clean bill of health. To this, Conklin agreed; however, Division Engineer Durrant implied that Conklin was off base in that respect and stated the railroad's complaint is founded entirely upon statements from his former roadmaster and section foreman, both of whom, apparently, have observed conditions in the area for some years.

Sawyer pointed out that prior to any highway re-construction, in fact, prior to construction of The Dalles Dam, when the old highway was on the river side of the railroad by several hundred feet, both highway and railroad had sand problems with drifts from the main dune area being carried as far easterly as the old Dillon Overcrossing to the extent that both facilities experienced closures. Also, during that time, the railroad hired M-K Company on several occasions to oil the dunes area. Assistant Division Engineer Tabor admitted this had been done.

Sawyer further recalled that after completion of the two-lane highway in this area by the Corps of Engineers in 1955-56, the railroad prevailed upon the Corps to construct drift fences and later to oil a portion of the dunes. Tabor and Sawyer were in agreement that this work was completely unsuccessful and was abandoned before it's completion. Comments from Mr. Durrant would indicate railroad hindsight reveals their remissness in not requiring further work by the Corps in connection with a five-year maintenance responsibility.

We left the railroad people with our statement that a report concerning the meeting would be made to higher authority and that any re-consideration of the State's existing position of disclaiming any responsibility would be at that level. We did question the railroad as to their estimated costs for cleaning the ditch and culvert. No amount was indicated and their apparent hesitancy was interpreted by all three State's representatives as indicating the possibility that recognition of any obligation by the State could easily

result in further demands that the sand contaminated ballast be replaced and the 20 to 25 ft. embankment slope between the railroad and highway be stabilized.

In summation, the following represents consenus of opinions of State's representatives following the meeting:

1. Both State and railroad have been combating sand drift problems in the area for a numberof years prior to any highway re-construction.

2. These problems still exist and will so continue as long as the main dune area remains exposed.

3. Any possible damage caused to the railroad during State's construction, and for which State's obligation was even then questionable, was repaired at State expense to the satisfaction of the railroad representatives.

4. Contrary to railroad's statement that no adverse conditions existed prior to State's construction, they did undertake extensive measures in past years to alleviate the drifting conditions. This being by their own admissions, both as to corrective work performed and the unsatisfactory results.

5. Clean-up of railroad ditch and culverts could very well be an annual necessity,even under normal conditions in this area.

6. State has no obligation as respects railroad's complaint.

R. P. HAMILTON
District Maintenance Superintendent

RPH/ak

cc: Richard S. Hawkins
J. S. Sawyer

RECEIVED
JUN 6 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Maintenance of Railroad Culverts
UPRR M.P. 92 - 93
Big Eddy-Celilo Section
Columbia River Highway
Contract No. 6319
Project No. I-80N-3(36)86
YOUR FILE: D 315 - 2 - 104

Gentlemen:

This is in reply to your letters of May 24, May 19, 1966 and November 3, 1965, concerning this subject. The conditions described in these letters have been reviewed by various people of the Highway Department.

It is concluded that the situation as it now exists is substantially as related in our letter of October 26, 1965. The State, therefore, does not recognize any responsibility in this matter and will not accept bills for railroad costs incurred in this maintenance work.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: Tom Edwards (w/attachments)
F. B. Klaboe "
E. S. Hunter "
J. F. Putnam
V. E. Shull
R. P. Hamilton "

NOTED
TOM EDWARDS

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

May 24, 1966

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

File Ref: D 315 - 2 - 104

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Please refer to my letters of September 9 and November 3, 1965 and May 19, 1966, concerning plugging of Railroad culverts between Mile Posts 92 and 93 from drifting sand due to the State's reconstruction of the Big Eddy - Celilo Section of the Columbia River Highway to Interstate Standards.

Wish to advise that the Railroad's side drainage ditches in this area have also been filled with sand and providing the State does not soon arrange with its contractor for cleaning of the culverts and ditches, the Railroad Company will be forced to do so with own crews and bill the State accordingly.

Will you therefore please advise if the State would prefer to have its contractor to do the work or handle in line with the above.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAY 27 1966
CONSTRUCTION
DIVISION

Morelock
Trout
Scott
Wills
Litchfield
Olson

Very truly yours,

W. G. Johnson
HSO

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MAY 19, 1966

File Ref. D 315 - 2 - 104

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Please refer to my letter of November 3 and prior correspondence relative to plugging of railroad culverts by drifting sand between Railroad MPs 92 and 93 in connection with the Big Eddy-Celilo Section, Columbia River Highway, Interstate Highway project.

Will you kindly make arrangements for cleaning these culverts in line with my request and advise when the State expects to have this done.

Yours very truly,

W. G. Johnson
JHD

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 20 1966
CONSTRUCTION
DIVISION

3

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

November 3, 1965

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

File: D 315 - 2 - 104

Routing

RECEIVED
NOV 4 1965
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Please refer to your letter of October 26 in reply to mine of September 9 concerning the plugging of railroad culverts between Railroad Mileposts 92 and 93 from drifting sand in connection with the State's reconstruction of the Big Eddy - Celilo Section of the Columbia River Highway.

Wish to advise that while the plugging may, in part, be the result of wind eroding the large sand dune located southerly of the highway at about Railroad Milepost 91.7, the State performed considerable excavation work at the easterly end of the sand dune in constructing the railroad access structure and, in addition, removed a large amount of material in excavating fall out areas for the highway easterly of the sand dune. The railroad culverts were plugged largely because of this State work and not as a result of the sand dune erosion.

Would like to point out, also, that prior to relocation of the railroad and the highway due to The Dalles Dam project, the Railroad Company controlled erosion of the sand dune with an adequate program of oiling and maintaining sand fences and there was no problem with plugging of culverts located 3,500 feet from the dune.

Inasmuch as the State accepted the location of its highway at foot of the sand dune, between the railroad

and the dune, we expect it to assume the related maintenance responsibilities. Therefore, will you please arrange to have the Railroad's culverts unplugged as requested in my letter of September 9.

Yours truly,

W. D. Johnson

October 26, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Maintenance of Railroad Culverts
UPRR M.P. 92 - 93
Big Eddy-Celilo Section
Columbia River Highway
Contract No. 6319
Project No. I-80N-3(36)86
YOUR FILE: D 315 - 2 - 104

Gentlemen:

This is in reply to your letter of September 9, 1965, in which you point out certain culverts on your main line between Mile Posts 92 and 93 have been closed by drifting sand. You further allege that this condition has been caused by the State's construction through this area.

This situation has been investigated in the field and we have located a culvert at Mile Post 91.95 which is partially closed and another at Mile Post 92.49 which is entirely closed by drifting sand. The condition which has resulted here at these locations is the result of wind erosion of the large sand dune which is approximately 3,500' westerly from Railroad M.P. 92.49. This condition has existed for many years and the construction of the highway as it now exists has relieved the railroad to some degree of this maintenance problem. However, the condition you point out is one which is not a result of our construction but the result of continuous wind erosion of this sand dune which has eroded and will continue to erode prior and following any construction by the Highway Department in this area. Therefore, it is our view that the State is not responsible for the maintenance of these culverts now or at any time in the future.

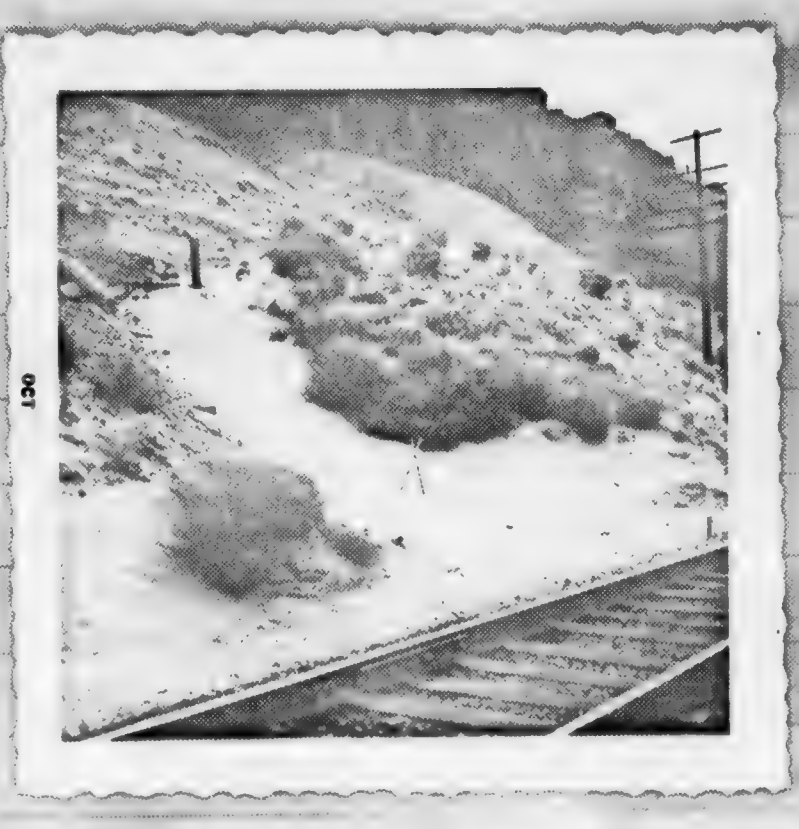
Upon completion of the grading contract (#6319) in February of this year, our Resident Engineer reviewed the entire project with your Engineer-Inspector, and he was satisfied with the condition of railroad property at that time. It is our understanding that the complaint originated from your present Engineer-Inspector and Foreman who are new to this territory and, therefore, may not be familiar with the history of this situation.

TWL:bjm
cc: Tom Edwards
F. B. Klaboe
E. S. Hunter
J. F. Putnam
V. E. Shull
R. P. Hamilton

Very truly yours,
F. D. Morgan
Construction Engineer
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer



PARTIALLY PLUGGED CULVERT UPRR MP 91.95, WEST OF CELILO



PLUGGED CULVERT UPRR MP 92.49, WEST OF CELILO

PICTURES TAKEN ON 9-29-65

FORM E-90 [illegible] 8-60 SP*6470-784

Routing
Mo
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RECEIVED
SEP 28 1965
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 27, 1965

SUBJECT: Union Pacific Railroad Co.
File D-315-2-104

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

We recently received a copy of a letter from the Union Pacific Railroad Company to you concerning the drifting sand onto the railroad right of way, blocking a number of culverts between Big Eddy and Celilo on 1-80-N. Mr. Vernon Shull investigated this matter and a copy of his report is enclosed.

Prior to construction of The Dalles Dam and realignment of US 30 through this area the large dune which is giving us the problem at this time, was not cut through by our highway and gave the railroad a considerable maintenance problem. The relocation of the highway to clear The Dalles Dam greatly minimized the railroad maintenance costs caused by the blowing sand, but the problem is still existent. During the reconstruction of this area to bring the existing highway to interstate standards, we constructed a moat section to the east of the dune and did remove the grass and brush which previously slowed down the wind erosion; however, the raw earth, with the exception of the sand dune itself, was seeded and mulched and tied down with wire so that very little, if any, erosion has occurred in the area above the culverts which were blocked. Also, Mr. Hawkins checked with the previous railroad Engineer-Inspector upon the completion of the grading work and was advised that there were no complaints.

On my inspection trip last week the wind was blowing quite hard and it was evident that the material being deposited on the railroad, even at this far removed location, was coming from the sand dune. It is my opinion that this was a pre-existing situation which required maintenance by the railroad forces and was not caused by our construction; therefore, unless I hear differently we will assume that this is a railroad maintenance matter and will not perform the clean-up work required.

J. F. Putnam
Division Engineer

JFP:me
Encl.
cc: Vernon E. Shull

FORM E-10X—200—7-64 SP°6230-734

DOD DOE

SEP 20 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
Sept. 17, 1965

SUBJECT: Union Pacific Railroad Company
File Ref. D-315-2-104

To: Mr. J. F. Putnam
Division Engineer
Bend, Oregon

ATTN: Mr. L. H. Warfield
ASS'T. Div. Eng'r.

Ref. the above UPRR letter and your letter of Sept. 16, 1965.

I talked with the RR Engineer-Inspector for this area and also with the RR Maint. foreman this area. Apparently the foreman made the complaints which prompted the letter. There is one culvert pipe inlet buried by approx. 5 foot of sand and a passing track with considerable sand on it for ## about one-half mile.

The culvert is opposite Hwy Sta. 1479 which is 3,500 feet Easterly of the continually blowing sand dunes. All of this sand originated from the sand dunes I am sure and this has been blowing for a considerable length of time.

I am afraid that if we assume the resposibility for the blowing sand now that it will be a never-ending chore. It is possible there might have been more blowing sand than normal during the reconstruction (Kewitt's job), but Dick Hawkins say that at the time the job was completed he checked with the RR Engineer-Inspector and there were no complaints.

Possibly the present Engineer-Inspector and #### Foreman do ## not understand the situation as they are both new to ### this territory.

The proposed cleaning up can be done but I will delay contacting our Contractor until I receive further instructions from you.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 9, 1965

File Ref. D 315 - 2 - 104

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

As a result of the State's reconstruction of the old Columbia River Highway between Big Eddy and Celilo, considerable sand has drifted in and closed up the openings of a number of railroad culverts throughout this area, particularly between Railroad Mileposts 92 and 93.

Will you please arrange to have these culverts unplugged and condition corrected as has been done in other locations where this has occurred as a result of highway construction?

Yours very truly,

W. G. Johnson

COPY TO JF PUTNAM
FOR ACTION.
9-14-65
F

Routing

Morgan
Decker
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RECEIVED
SEP 11 1965
CONSTRUCTION
DIVISION

Poate E
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1 Litchfield
Olson

RECEIVED
MAR 15 1966

FOR FILING
I-80N-3(36)86
6319

March 14, 1966

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $7,680.69 will be made to Peter Kiewit Sons' Company on Contract No. 6319 for grading the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,866,300.13 including the post-final payment. Of the total $26,241.92 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Peter Kiewit Sons' Company
711 East Main Street
Medford, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUN 23 1965
FOR FILING

I-8(A) 3(36)K6

June 23, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed February 23, 1965, on Contract No. 6319. The contract was with Peter Kiewit Sons' Company and was for grading on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 22, 1965, and that you concur in this procedure at the Commission meeting on July 13.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

FBK:bg

RECEIVED
APR 28 1965
FOR FILING

April 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that the seeding and mulching work on the Big Eddy-Celilo Section of the Columbia River Highway, Contract No. 6319, Project No. I-80N-3(36)86 in Wasco County, was completed April 2, 1965.

This work was authorized by Order for State Work No. 3 dated May 18, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:mb
cc: R. N. Chase
J. A. Phillips

RECEIVED
APR 1 - 1965
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 23, 1965

File Ref. D 315 - 2 - 104

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. L. H. Young,
Office Engineer

Dear Sir:

Reference is made to your letter of February 25 relative to completion of work on the Big Eddy - Celilo Section of the Columbia River Highway in Wasco County under State Highway Contract No. 6319.

Wish to advise that the Railroad has found it necessary to provide flagging services during the month of March in connection with moving of bridge material used on temporary overhead crossings across the tracks by a trucking outfit operating on behalf of the State's Contractor, Peter Kiewit Sons' Co.

Understand there is additional material to be removed and as a result it will be necessary to delay preparation of a bill to cover railroad protective services in connection with the State contract.

Yours very truly,

W. G. Johnson

cc: Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

RECEIVED
MAR 15 1965
FOR FILING

March 12, 1965

Peter Kiewit Sons' Co.
711 E. Main St.,
Medford, Oregon

Dear Sirs:

Final inspection has been made by the Bureau of Public Roads and State on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6319, FA Project I-205-3(36)86.

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Form PR-47 has not been received.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Asst. State Highway Engineer

[illegible]:mlb
cc: Forrest Cooper
A. L. Porter
F. D. Maryatt
L. H. Young

FORM C-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: March 6, 1965
SECTION: Big Eddy - Celilo		SECTION PREFIX: 633-1083
HIGHWAY: Columbia River		COUNTY: Wasco
NAME OF JOB: Big Eddy - Celilo Section	KIND OF WORK: Grading	
CONTRACTOR: Peter Kiewit Sons' Company	CONTRACT NUMBER: 6319	FEDERAL AID PROJECT NUMBER: I-80N-3(36)86
DATE OF CONTRACT: August 19, 1963	DATE WORK STARTED: September 25, 1963	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN. 0 SUPERVISION 0	SPECIFIED WORK DAYS: 190	WORK DAYS USED: 189
		PERCENT OF TIME ELAPSED: 99.5%
PROJECT AUTHORIZATION: $4,502,662.88	ENGINEERING AUTHORIZATION: $320,189.36	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $4,182,473.52	ENGINEERING COST TO DATE: $149,277.17	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,976,787.35	PERCENT OF AUTHORIZATION: 46.6%	100%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.1 %	DATE PROJECT WAS COMPLETED: February 23, 1965	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD	
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.22				
MILES PARTIALLY COMPLETED	6.22				
MILES COMPLETED	6.22				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,460,000.0 cy				
TOTAL QUANTITIES CORRECTED TO DATE	3,369,236.6 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,369,236.6 cy				
AVERAGE DAILY QUANTITIES	0	Grading is Completed.			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK: None

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	P. Cloudy		
MONDAY	Fair		
TUESDAY	Fair		
WEDNESDAY	Fair		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY	Fair		

NOTED
JOHN R. OAKES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	

REMARKS

Project is completed.

It is anticipated that the Contractor will have all equipment off the job by March 26, 1965.

Semi - Final Estimate was completed and submitted on March 4, 1965.

Mr. J. F. Putnam, Division Engineer, was in the office on Friday of this week.

This is the final "Field Engineer's Weekly Report" to be submitted on this project.

SIGNED Richard S. Hawkins
Richard S. Hawkins
Resident Engineer

ADDRESS P. O. Box 122, The Dalles, Oregon, 97058

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

FORM [illegible] 12-63

RECEIVED
MAR 1 01965
FOR FILING

COMMISSIONER
[illegible] JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
February 25, 1965

[illegible]

Dear Sir:

[illegible]

To expedite this road project the contract work and [illegible] of the latest information regarding [illegible] any items or conditions of the contract which would prevent your final [illegible] of the contract work.

Very truly yours,

[illegible]
State Highway Engineer

By

[illegible]
Public Lands Engineer

Bureau of Public Lands
Oregon District Office Endorsement

Date: Feb. 24, 1965

Conditions noted on above date:

None.

[illegible]
[illegible]

BY _____ Date _____
C. A. Brooks
District Engineer

Original Copy To Young
3-10-65

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
[redacted]
SUPERINTENDENT
OREGON DIVISION

2535 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 17, 1964

(File Ref. D 315 - 2 - 104)

U. S. CERTIFIED MAIL -
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Big Eddy-Celilo Section, Columbia River
Highway - Wasco County, Oregon

This is to advise that on AUGUST 31, 1964, Railroad's signal facilities were damaged as a result of blasting operations by PETER KIEWIT SONS' CO. on the above-captioned highway project in vicinity of Railroad Mile Post 93.

We intend to present a bill for the Railroad's costs in connection with the damage after these have been determined.

Will you kindly acknowledge receipt of this letter.

Yours very truly,

W. G. Johnson

cc:
Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

The Aetna Casualty and Surety Company
Yeon Building
Portland, Oregon

CONSTRUCTION DIVISION
RECEIVED
NOV 18 1964
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NOTED
LLOYD P. SHAW

RECEIVED
SEP 28 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 11 1964
U.S. Bureau of Public Roads

Project Name Big Eddy-Celilo — Date Sept. 3, 1964.
Highway Columbia River — Contract No. 6319
County Wasco — Prefix 633-1083
Contractor Peter Kiewit Sons' Co. — F. A. Project No. I-80N-3(36)86
Address P. O. Box 1777, Vancouver, Washington — Order No. 3 - Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repioneering in excavation area.

Location by station numbers:

EB 1450+00 to EB 1457+00

Estimate of quantities and cost:

	Original E.W.O. #3	$1,966.50	
Supp. Order #1:	Equipment	1,374.00	Total EWO #3
	Labor	336.00	$3,933.00
	Contractor's %	256.50	
	Total this order	$1,966.50	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Repioneering required to open area for additional excavation needed to complete project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,502,662.88
Present estimate of project cost, including $1,966.50 for work under this order	$4,502,662.88
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy To Young 9-28-64

FORM E-123X 50M 12-63

RECEIVED
JUL 27 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1964

Mr. W. G. Johnson, Superintendent
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Re: Big Eddy-Celilo Section
Columbia River Highway
Communication Line Damage, July 14, 1964

Dear Sir:

This will acknowledge receipt of your letter dated July 20, 1964, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

GLD:bjm

cc: L. P. Shaw
L. H. Young

JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1964
ENGINEERING

Form CD-121 (11-63) (Prev. by FAO 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: July 1, 1964

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-3(36)86
Big Eddy-Celilo Section, Columbia River Highway
Order for State Force Work No. 3

Reference is made to your letter dated June 26, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order. Subcontractors have refused to give reasonable estimates to perform the work.

2. The State has trained men and specialized equipment to perform the work most economically, and it must be done on a piecemeal basis as the conditions require.

3. Wind erosion and dust problems are so serious that expediency is justified.

Reimbursement will be made on an actual cost basis.

original To Young
7-2-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

FILE COPY

Contract upon modification of [illegible]

U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Big Eddy - Celilo Date May 18, 1964

Highway Columbia River Contract No. 6319 F. A. Project No. I-80N-3 (36)86

County Wasco Prefix 633-1083 Account No. 224-238

Description of Work To Be Done:

Grass seeding, fertilizing, mulching and use of wire netting to be done by State erosion control crews on cut and fill slopes throughout the project as protection against erosion and for roadside improvement.

Location by Station Numbers:

From "WB" Sta. 2574+00 to "WB" Sta. 21+57.50
and "EB" Sta. 2574+00 to "EB" Sta. 1596+00

Estimate of Quantities and Costs:

15 acres of seeding, fertilizing, mulching and laying wire netting at $2000/acre.	$30,000.00
35 acres of seeding, fertilizing, and wood fiber at $175/acre.	6,125.00
Total	$36,125.00

Explanation:

State is equipped to perform work with specialized equipment with substantial savings of public funds. This is a critical area, sand blow causing a severe traffic hazard. This work has not been done. Funds required have not been authorized.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 4,502,662.88	
Present estimate of project cost, including $36,125.00 for work under this order	$ 4,502,662.88	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ Richard S. Hawkins, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Dean Swift, Division Engineer

Approved: /s/ L. H. Young, Office Engr. ~~Deputy State Highway Engineer or Assistant State Highway Engineer~~

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 26 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Wind Erosion Control
Big Eddy-Celilo Section
Columbia River Highway
Project No. I-80N-3(36)86

Dear Sir:

The wind erosion and dust problem on this project has reached the stage where it is imperative that corrective action be taken immediately. The alleviation of the dust problem is required for traffic safety. A total of 50 acres of area must be covered, 35 of which require seeding, fertilizing and mulching while the remaining 15 acres require wire netting in addition to hold the mulch in place until the seeds germinate and establish sufficient growth to prevent further erosion.

We have received an estimate from our State crew in the amount of $40,641.00 for the total job. Our seeding and mulching crew is now working in the vicinity of The Dalles, and could be moved to this project on very short notice. They expect to be in this general area for some time, and so will be available as the job requires.

We have received an estimate from our contractor in the amount of $68,000.00 to do the same basic job, but not including any minor and incidental work required to give a complete job. It is estimated that the total cost if done by contract would be about $75,000.00. The subcontractor who quoted the prices for the prime contractor did so only after he was "pushed" a little. He does not want to do the work, but he is the only contractor known to be operating in the State who could be expected to even quote a price on it.

We recommend that we be allowed to do the work by State Forces for the following reasons:

1. The State crew can do the work at a considerable savings of public finds, as noted above.

2. The State has a crew available immediately, whereas the contractor is not.

3. The blowing areas must be covered as the job progresses, and since the State crew is expected to be in the area for some time, this "piece-meal" work will not require additional moving time. The contractor would have to move in each time and would either have to disrupt his schedule on other work or not be available when he was needed.

4. The State crew has special equipment and trained men for laying the wire netting, while the contractor has never done this type of work.

5. The State crew would be more flexible in prosecuting the work, since they will be working on an actual cost basis, while the contractor would be working on a unit price basis which would create confusion, arguments and delays every time something unanticipated came up.

We, therefore, believe that it is in the public interest to do this work by State Forces. Your approval of this method of accomplishing the work is strongly recommended and we request immediate authorization to begin the work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:bjm

cc: L. P. Shaw
L. H. Young
Dean Swift

RECEIVED
JUN 8 - 1964
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION
6317
REFERRED TO

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JUNE 4, 1964

File Ref. D315 - 2 - 104

Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

Gentlemen:

Big Eddy - Celilo Section,
Columbia River Highway

Reference is made to your copy of my letter of January 29, 1964 addressed to Mr. Forrest Cooper, Oregon State Highway Engineer, relative to damage and train delays suffered by our Railroad due to blasting operations in the vicinity of Railroad Mile Post 89.4 by your Company, on January 28, 1964, while working on the above-captioned project.

Herewith four copies of Union Pacific Railroad Company bill No. 70527 in amount of $4,833.74, dated May 28, 1964, to cover expense incurred by the Railroad due to blasting operations.

Will you please review and if satisfactory, remit payment to the Railroad's Assistant Treasurer at Omaha, at address shown on first sheet of the bill.

Yours very truly,

W. G. Johnson

enas.
cc: Mr. Forrest Cooper,
State Highway Engineer, Oregon State Hwy. Department
Salem, Oregon 97310

The Aetna Casualty and Surety Company
Hartford, Conn.

RECEIVED
JUN - 8 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 9 1964
OFFICE OF
DIVISION ENGINEER

RECEIVED
JUN 9 - 1964
FOR PAYMENT

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date ____ By _____
Title _____
U. S. Bureau of Public Roads

Project Name Big Eddy-Celilo **Date** May 6, 19 64

Highway Columbia River **Contract No.** 6319

County Wasco **Prefix** 633-1083

Contractor Peter Kiewit Sons' Co. **F. A. Project No.** I-80N-3(36)86

Address PO Box 1777, Vancouver, Washington **Order No.** #3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Re-pioneering in excavation area.

Location by station numbers:

1450+00 to 1457+00.

Estimate of quantities and cost:

Equipment	$1,374.00	Note: Based on approximately 60 hours
Labor	336.00	for D-8 Cat equipped with power
Contractor %	256.50	shift and operator.
	$1,966.50	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Repioneering required to open area for additional excavation needed to complete project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,502,662.88
Present estimate of project cost, including $ 1,966.50 for work under this order	$4,502,662.88
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Richard S. Hawkins — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Dean Swift — Division Engineer

Approved /s/ L. H. Young — Assistant State Highway Engineer or Office Engineer

State Printing

original To Young 6-9-64

RECEIVED
FEB 20 1964
FOR FILING

February 19, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 274 covering the revision of construction identification signs on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6319 in connection with Federal-Aid Project No. I-80N-3(36)86.

This revision is required to conform to standards set up by the Bureau of Public Roads, IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $40.00 with Federal participation of $36.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Enc.

IBM E-30X—80M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
January 30, 1964

SUBJECT: Blasting & Road Closure
Big-Eddy-Celilo Section
Columbia River Highway
Contract # 6319

To: Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

Herewith the following data regarding the blasting and resultant road closure on the subject project on Tuesday, January 28, 1964.

Station of shot		2601 to 2602±
Time of shot	11:40 A.M.	(Road & Railroad closed)
Highway open	1:20 P.M.	(One Way)
Railroad open	3:45 P.M.	(One Track)
Railroad open	5:30 P.M.	(All Tracks)
Highway open	9:30 P.M.	(Two Way)

Traffic moved smoothly through the area from 1:20 P.M. to 9:30 P.M. under a one-way system controlled by flagmen.

The Job Superintendent and I had discussed this shot well in advance and it was brought to his attention during these talks the contract limited the closure of the existing road to a 15 minute period of time.

Prior to the shot, guardrail in the area had been removed for some 500 feet each way. This was done so the contractor could build up and pave the extra shoulder width so it could be used as a temporary detour for two-way traffic, allowing more room for equiptment to work in this area. All this was complete except for oiling which was to be done as soon as weather permitted. This planning saved an estimated 1 hour in the overall closure time.

Immediately after the shot the contractor had a 2½ yd. shovel and a 2½ yd. front end loader clearing the highway and sent what other rubber tired equiptment he had available down to the railroad tracks and started to clear the debris covering the tracks.

The amount of explosive used was approximately 1000 lbs. to move 3600 yards of material. I can only speculate as to what went wrong with the shot. I doubt if it was an intentional overload, especially with the contractor's haul structure and the railroad facilities so close.

Richard S. Hawkins
Resident Engineer

RSH:pg

cc: F. D. Morgan

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
~~C. H. BAKER~~
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 29, 1964

(File Ref. D 315 - 2 - 104)

CERTIFIED MAIL -
Return Receipts Requested

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Big Eddy - Celilo Section,
Columbia River Highway

This is to advise that our Companies' trains were delayed and damage was sustained to our main line tracks and joint communication-signal pole line at Railroad Mile Post 89.4 east of The Dalles, Oregon, due to blasting operations at about 11:35 AM on JANUARY 28, 1964, by PETER KIEWIT SONS' CO., State's Contractor on the above-captioned project.

We expect to present a bill for the damage when our costs have been determined.

Will you please acknowledge receipt of this letter.

Very truly yours,

W G Johnson

cc: Peter Kiewit Sons' Co.
1000 Kiewit Plaza
Omaha, Nebraska 68131

The Aetna Casualty and Surety Company
Hartford, Connecticut

NOTED
LLOYD P. SHAW

FORM E-123X 100M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

The Dalles, Oregon
January 29, 1964

Peter Kiewit Son's Co.
P. O. Box 1777
Vancouver, Washington

Re: Blasting Operations
Big Eddy-Celilo Sect.
Columbia River Highway
Contract # 6319

Gentlemen:

In regards to your blasting on the subject project:
Your attention is directed to special provisions for the subject contract regarding the magnitude of your blasting. It clearly states, and I quote; "Shots shall be of no greater magnitude than will allow the roadway to be cleared and open to normal traffic within 15 minutes after firing the shot." You are hereby instructed to conduct all future blasting with this in mind.

Richard S. Hawkins
Resident Engineer

RSH:pg
cc: F. D. Morgan
Dean Swift
Job Supt: Chet Vohs

CONSTRUCTION DIVISION
RECEIVED
JAN 31 1964
NOTED

Copy to Shaw
1-31-64
FD

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
G. H. BRALY
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JANUARY 29, 1964

(File Ref. D 315 - 2 - 104)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Blasting Damage
Big Eddy - Celilo Section,
Columbia River Highway

Supplementing my letter of even date relative to delay of trains and damage sustained to our main line tracks, communication and signal facilities east of The Dalles, due to blasting operations on January 28 by Peter Kiewit Sons' Co.:

For your information, preliminary reports indicate that delays to our trains amounted to about 16 hours, of which some were delayed in making connections at other points; also some of our communication circuits were out of service for as long as 7½ hours. Tentatively it is estimated that the cost of repairs to track, communication and signal facilities will be about $12,000.

While we expect to be reimbursed for our cost in this connection, we wish to stress to you that such reimbursement cannot adequately compensate our Companies due to the loss of goodwill of our customers from delays in shipments and passenger service. Furthermore, in restoring railroad facilities, as result of such handling of highway construction, it is necessary to divert force and equipment from other railroad projects, thus delaying the progress of these other projects. Therefore, it is imperative that the State take such measures as necessary to insure continuance of railroad operations in accordance with the terms of our agreements covering highway work.

NOTED
LLOYD P. SHAW

#2 - Mr. Forrest Cooper January 29, 1964

Apparently the aforementioned damage resulted indirectly from nature of rock and Contractor's inability to determine nature and reaction of material involved, for which they miscalculated the size of the load. While we recognize that mishaps can and will occur on major construction projects, we are of necessity concerned that every reasonable precaution be taken to prevent and avoid mishaps which can endanger the safety of Railroad passengers, employees and equipment. This should illustrate once again why we may at times appear to be overly firm in requiring flag protection, engineering inspectors and presence of signal, communication and track department personnel.

Very truly yours,

W. E. Dunn

RECEIVED
FEB 6 - 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. PRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

The Dalles, Oregon
January 29, 1964

Peter Kiewit Son's Co.
P. O. Box 2777
Vancouver, Washington

Re: Blasting Operations
Dir Eddy-Celilo Sect.
Columbia River Highway
Contract # 6319

Gentlemen:

In regards to your blasting on the subject project:
Your attention is directed to a special provisions for the subject contract regarding the magnitude of your blasting. It clearly states, and I quote; "Shots shall be of no greater magnitude than will allow the roadway to be cleared and open to normal traffic within 15 minutes after firing the shot." You are hereby instructed to conduct all future blasting with this in mind.

Richard S. Hawkins
Resident Engineer

RSH:pc
cc: F. D. Lanyon
Dean Smith
Job Supt: Chet Vela

Copy To Shaw

RECEIVED
MAR 1 1964
OFFICE OF
STATE ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
JAN 10 1964

January 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental covering additional directional signing on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6319 in connection with Federal-Aid Project No. I-80N-3(36)86.

Additional work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for safety of traffic and workmen.

The original order was approved by the BPR September 11,1963.

This Supplement was verbally recommended for approval by the BPR Area Engineer January 7, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
NOV 5 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1963

Union Pacific Railroad Company
2525 N. Lurrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Haul Road Structures over the Union Pacific Railroad and Columbia River Highway at Railroad Station 2792+66.62, 2855+06.62 and UPRR Station 2654+00 --Big Eddy-Celilo Section

Attached are five sets of Peter Kiewit Sons' Company Drawing Nos. 1, 2, and 3 which show the details of the subject structures.

Since your last approval they have made some changes in span lengths adjacent to the span crossing the railroad track.

We have reviewed these drawings and find that they meet with our approval. We are, therefore, sending them to you for your approval and comments. After you review them will you please return one set of prints to us with your approval and comments marked thereon.

Included also are two letter-size detail sheets showing the typical cross framing and also the typical splice details for Spans 6.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR/mm
Attached

cc: Mr. P. M. Stephenson
Mr. R. M. Brown

RECEIVED
NOV 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
NOV 1 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
The Dalles
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 30, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. G. H. Baker

Gentlemen:

RE: Haul Road Crossings
Big Eddy-Celilo Section
Columbia River Highway
Contract No. 6319
Wasco County
Your File: D 315-2-104

Reply is made to your letter of October 3, 1963 to our Mr. I. D. Merchant in which you set forth the conditions under which the State's contractor may use the haul road crossings on this project.

We have been advised on this date that our contractor has accepted these conditions. Therefore, the State hereby agrees to the conditions as set forth in your letter.

Please prepare the appropriate agreement to cover this phase of the project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

TWL:fp
cc R. L. Porter
Lloyd Shaw
Ivan Merchant
L. H. Young
Dean Swift
R. S. Hawkins

RECEIVED
OCT 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 18, 1963

File Reference: D 315 - 2 - 104

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

CONSTRUCTION DIVISION
RECEIVED
OCT 22 1963

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

With your letter of August 28, you submitted prints of Sheets 2C and 8 of the State's Plans on Big Eddy - Celilo Section of the Columbia River Highway being reconstructed under FAP No. I-80N-3(36)86.

The prints showed a proposed change in location of the railroad equipment underpass, placing the structure now at Highway Station "EB" 1449+50.

One set of the prints is herewith returned bearing the approval of Mr. J. A. Bunjer, the Railroad's Chief Engineer. Mr. Bunjer has given his approval subject to a few minor corrections as noted on the prints in red pencil color.

To complete our records, will you please furnish us revised sheets to substitute in the half-scale size contract plans?

Yours very truly,

G. H. Baker

enc.

CC: AW PARSONS
RL PORTER
LP SHAN
LH YOUNG
DEAN SWIFT
RH HAWKINS

RECEIVED
SEP 26 1963
FOR FILING

I 80N-3(66)86
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
6317

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

September 19, 1963

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

D 315-2-104

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. G. L. Decker
Assistant Construction Engineer
and
Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letters of July 23 and 24 transmitting construction plans for the Big Eddy - Celilo Section and preliminary plans for the Celilo Section of the Columbia River Highway.

Herewith returned is one set of the Big Eddy - Celilo Section plans bearing the approval of Mr. J. M. Bates for the railroad's Chief Engineer. These plans have been approved without change. We are also returning one set of the preliminary plans for the Celilo Section which have been approved by Mr. Bates for our Chief Engineer, subject to showing the height of rock berms on sheets 3, 4, and 5 of these plans, as indicated in red pencil color.

Yours very truly,

G H Baker

COPIES TO
A W PARSONS (2)
L H YOUNG
F D MORGAN
L P SHAW
R L PORTER
DEAN SWIFT

APPROVED PLANS ARE IN MY FILE
9-23-63
T

NOTED
LLOYD P. SHAW

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
SEP 23 1963
NOTED: CE ACE ACE CCE

RECEIVED
SEP 21 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 2-91

FORM (REV. R-2 ~61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Wasco

PROJECT NO.: I-80N-3(36)86

PROJECT REPORT NO.: 5

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 - Big Eddy to Celilo

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-63	6.289
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,402,603.00	$ 4,050,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd V. Stone

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Admin. Manager

Date executed by Division Engineer 9-13-63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Also, See attachment.

RECEIVED
Sep 19 1963
OREGON DIVISION

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(36)86

BIG EDDY-CELILO SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 12, 1963

Type Code 0010
Roadway (Sta. 2574+00 thru Equa. "WB" 2905+59.87="WB" 21+00.78 to Sta. 21+57.50)

Clearing and Grubbing	All Required			$ 5,000.00
Drainage Excavation, Unclassified	860	cu.yds.	$ 3.50	3,010.00
General Excavation, Unclassified	3,460,000	cu.yds.	0.75	2,595,000.00
Extra for Selected Subgrade Material	63,700	cu.yds.	0.20	12,740.00
Extra for Rock Embankment Material	203,000	cu.yds.	2.00	406,000.00
Extra for Selected Stone Blanket Material	14,900	cu.yds.	0.50	7,450.00
Short Overhaul	18,000,000	yd.stas.	0.01	180,000.00
Long Overhaul	2,060,000	C-yd.stas.	0.40	824,000.00
Finishing Roadbed and Slopes	6.22	miles	1,500.00	9,330.00
18-inch Asbestos Protected Corrugated Steel Pipe	110	lin.ft.	5.75	632.50
24-inch Asbestos Protected Corrugated Steel Pipe	690	lin.ft.	8.50	5,865.00
30-inch Asbestos Protected Corrugated Steel Pipe	120	lin.ft.	11.25	1,350.00
36-inch Asbestos Protected Corrugated Steel Pipe	120	lin.ft.	16.50	1,980.00
42-inch Asbestos Protected Corrugated Steel Pipe	100	lin.ft.	21.50	2,150.00
12-inch Corrugated Metal Pipe	160	lin.ft.	3.75	600.00
18-inch Corrugated Steel Pipe	80	lin.ft.	5.00	400.00
24-inch Corrugated Steel Pipe	26	lin.ft.	8.00	208.00
18-inch Culvert End Sections	1	only	50.00	50.00
Concrete Inlets, Type "D"	2	only	150.00	300.00
Concrete Manholes	1	only	350.00	350.00
Class "A" Concrete	240	cu.yds.	60.00	14,400.00
Metal Reinforcement	46,000	lbs.	0.15	6,900.00
Type 1 Fence	120	rods	7.50	900.00
16' x 48" Metal Gates	1	only	100.00	100.00
Guard Rail	9,200	lin.ft.	2.50	23,000.00
Type 2 Barricade	660	lin.ft.	4.50	2,970.00
Salvage and Reinstall Type 2 Barricade	660	lin.ft.	2.00	1,320.00
Guard Rail-Salvaged Barricade	660	lin.ft.	1.50	990.00
Salvage and Reinstall Guard Rail	1,550	lin.ft.	2.00	3,100.00

Coarse Crushed Material in Base	1,050 cu.yds.	$ 3.50	$ 3,675.00
3/4" - 0 Material in Base	400 cu.yds.	4.00	1,600.00
Sprinkling	5,200 M-gals.	3.00	15,600.00
Class "E" Asphaltic Concrete	360 tons	10.00	3,600.00
			$4,134,570.50
Flagging (57½% of Contractor's Cost)	All Required		$ 45,000.00
Signing (Temporary)	All Required		400.00
Raise and Re-align Guard Rail	All Required		5,900.00
			$ 51,300.00
	Subtotal		$4,185,870.50
	10% Engr. & Cont.		418,586.50
	Total		$4,604,457.00

Length of Roadway - - - - - - - - - - - 6.218 Miles
Length of Structures - - - - - - - - - 0.071 Mile (Exceptions)
Total Length - - - - - - - - - - - - - 6.289 Miles
Cost of Roadway Per Mile - - - - - - - $740,504.50

Federal Funds - - - - - - - - - - - - -

RECEIVED
SEP 5 1963
FOR FILING

6319

September 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6319 in connection with Federal-Aid Project No. I-80N-3(36)86.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

RECEIVED
SEP 5 1963
FOR FILING

6219

September 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County, Contract No. 6319 in connection with Federal-Aid Project No. I-80N-3(36)86.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 12 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

September 3, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-3(36)86
Big Eddy-Celilo Section
Columbia River Highway

Reference is made to Mr. D. J. Barbee's letter dated August 27, 1963, concerning the revised location of the box culvert underpass.

We concur in the recommendation that the plans be revised in accordance with prints 2-C and 8, submitted with Mr. Barbee's letter.

NOTED
LLOYD P. SHAW

RECEIVED
SEP 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
9-11-63

RECEIVED
SEP 4 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 28, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTENTION: Mr. G. H. Baker

Re: Relocation of Railroad Equipment Pass
Big Eddy-Celilo Section
Columbia River Highway - Wasco County
Project No. I-80N-3(36)86

Gentlemen:

Herewith you will find four (4) prints of Sheets 2C and 8 of this section as revised on August 16, 1963. This revision changes the position of the equipment pass, the crossing under the highway from Station "BB" 1444+50 to Station "BB" 1449+50.

Please review and if satisfactory notify us of your approval at an early date.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjh

cc: L. P. Shaw
Dean Swift
L. H. Young
R. S. Hawkins

NOTED
LLOYD F. SHAW

RECEIVED
AUG 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 27, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Railroad Access Route
Big Eddy-Celilo Section
Columbia River Highway
Project No. I-80N-3(36)86
Contract No. 6319

Dear Sir:

Attached are two prints each of Sheets 2-C and 8 of this project showing a proposed changed location of the "RR" Line near Station 1450. The change involves the relocation of the box culvert underpass to a more easterly position. This will remove the deep cut at the culvert entrance from the immediate vicinity of the sand dune which is just westerly of the connection and will make maintenance of the road much easier.

The change will require a culvert barrel a few feet longer than that originally planned, but this extra cost will be largely offset by a savings in grading quantities.

Your concurrence in this proposed change is requested.

Very truly yours,

NOTED
LLOYD P. SHAW

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Enc.
CHB:fp
cc Lloyd Shaw

RECEIVED
AUG 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 20 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
August 20 1963

Peter Kiewit Sons' Co.
P. O. Box 1777
Vancouver
Washington

Gentlemen:

The State Highway Commission on August 19, 1963 awarded to you State Highway Contract No. 6317 for the following project:

Grading the Big Eddy-Celilo Section of the Columbia River Highway in Wasco County.

This award was based on your low bid of $3,956,967.00 which was submitted to the Commission on August 19, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc:
Frank Morgan
L. M. Young
R. G. Savage (SIAC)

RECEIVED
AUG 27 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. August 19, 1963
Salem, Oregon

Original signed by
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-80N-3(36)86
Big Eddy-Celilo Section
Grading

As requested in Mr. Young's letter of August 14, 1963 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6319 to Peter Kiewit Sons, Co. of Omaha, Nebraska, low bidder in the amount of $3,956,967.00 at the August 13, 1963 bid opening.

original to Young
8-27-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 25 1963
FOR FILING

I-205(1) PL
12319

July 24, 1963

Mr. D. F. Wengert
General Manager
Union Pacific Railroad Company
828 Pittock Block
Portland 5, Oregon

Dear Mr. Wengert:

Re: Your File C 315-2-76

Enclosed is a signed copy of your letter dated July 17 giving permit of entry upon the railroad's right of way. This has to do with the construction of the Big Eddy-Celilo Section of the Columbia River Highway between railroad Mile Posts 85.25 and 97.0.

Thank you for expediting this matter for us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. T. W. Litchfield

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

July 17, 1963

D. F. WENGERT
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND 5, OREGON

C 315-2-76

REFERRED TO
Forrest Cooper
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Referring to your request to enter upon the Railroad Company's right of way for the purpose of grading in connection with reconstruction of the Big Eddy-Celilo section of the Columbia River Highway between railroad Mile Posts 89.25 and 97.0:

While the proposed grading project will cover construction of the highway westbound lanes lying northerly of our track between overcrossing structures to be built at Mile Posts 89.33 and 95.13, there will be only one encroachment on railroad property by this section of highway, namely, a longitudinal encroachment at railroad Mile Post 94, and it is understood the State will not build the highway embankments on railroad property at the ends of the overcrossing structures under the presently proposed grading contract.

In order to perform the grading work above mentioned, it will be necessary for the State's contractor to use haul road crossings proposed at Mile Posts 89.46, 92.04, 93.22 and 93.84.

The State is hereby authorized to enter upon railroad's right of way for the purpose of performance of the above-mentioned grading upon the condition that the State will execute our customary form of agreement when presented, which will include provisions for usual insurance and for reimbursement by the State to the railroad for any expense incurred by the latter.

Before entering upon railroad's property under the permission hereby granted, the State shall furnish or cause its contractor to furnish the Railroad Company with public liability and property damage insurance with maximum limits of not less than $250,000/-$500,000 in each category in form satisfactory to the Railroad Company.

If the above is agreeable to you, will you please indicate your acceptance thereof by signing in the space provided and returning the carbon copy of this letter to the undersigned.

Very truly yours,

D F Wengert

Accepted this 24th day of July, 1963.
STATE OF OREGON

By Forrest Cooper
State Highway Engineer.

CONSTRUCTION DIVISION
RECEIVED
JUL 19 1963

RECEIVED
JUL 29 1963
FOR FILING

T A

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 22, 1963

Original signed by
G. R. Brooks
By: District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-DA

Oregon Project I-80N-3(36)86
Big Eddy-Celilo Section
Grading

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired which did not involve any displacement of people as indicated in Mr. Wright's July 12, 1963 letter except for 2 parcels on which negotiations are in progress with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Our approval is with the further understanding that contract provisions relative to non-discrimination, furnished with Instructional Memorandum 20-1-63, dated July 18, 1963, will be furnished to prospective bidders and by physically included in the contract for the work.

Though the estimate includes $5,900 for raising and realigning guard rail on the existing eastbound lanes, it is understood that this work will be done on a non-participating basis and that the contract estimate will be modified accordingly.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe and July 1, 1963 issue of Supplemental General Provisions is approved for this specific project.

Your July 17, 1963 status of preparatory work for utility adjustments indicates that no utility or railroad adjustments are involved.

original To Young
with attach.
cc Gifford
7-26-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 15 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

Forrest Cooper

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 12, 1963

Right of Way Status
Big Eddy-Celilo Section
Columbia River Highway
Wasco County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

All right of way or right of access have been obtained by option, permit of entry, or filing of condemnation suit, except for the following two files:

File No. 34003 (OWR&N Company)
File No. 34495 (US Army Corps of Engineers)

We do not expect to pay a consideration on either file. The Union Pacific Railroad has advised Mr. Litchfield that a permit of entry will be forthcoming prior to date of bid opening to authorize our entry upon the minor encroachment areas.

I have been advised by telegram dated July 9, 1963 that the Portland District Engineer expects to have an executed easement available for delivery by August 1, 1963 covering the Federal lands needed on this project.

Assuming deliveries on schedule of the permit of entry from the railroad and the easement from the Corps of Engineers, all rights of way within the project limits will be available for immediate use and occupancy of a contractor.

In the opinion of this department, it is in the public interest to proceed with advertising for bids on this major project. Should there by any slight delay in receipt of authorities to enter, we will be in a position to award as soon as the documents are in hand; thus, minimizing the loss of good construction weather.

No displacement of persons occurred as a result of the acquisition of right of way for this project.

NOTED
FORREST COOPER

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

RECEIVED
JUL 15 1963
OFFICE OF
STATE HIGHWAY ENGINEER

WTW:SM

RECEIVED
JUL 9 - 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1963

To:

SUBJECT: File 34495
Big Eddy-Celilo Section
Columbia River Highway

MEMORANDUM TO FILE

At Dave Moehring's request, I called the U. S. Army Engineers the morning of Friday, July 5, as to the status of the Big Eddy-Celilo easement and license they are granting the State for this section of the Columbia River Highway. They advised that the documents had cleared the main office of the Army in Washington, D. C., and had been passed to the Secretary of the Army's Office for his signature.

After advising Mr. Porter of this, I called back the Army to advise them that we would like to have a permit of entry or the signed grants of easement and license within the next two weeks. The Army will teletype Washington, D. C. Monday, with the request for the right to issue a permit of entry or receipt of the signed documents. This was their suggestion as it was the quickest way they knew how to clear this project for us.

EARL F. SALING
Right of Way Office Manager

EFS:ls

cc: Mr. R. L. Porter

RECEIVED
JUL 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JUL 5 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 3, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 17, Oregon

ATTN: Mr. G. H. Baker

Re: Permit of Entry
Big Eddy-Celilo Section
Columbia River Highway
Wasco County

Gentlemen:

The State desires to let a contract for the grading of this project on August 27, 1963. It is recognized that the agreement which will be required between the State and the railroad may not be signed by all interested parties by August 6, 1963, the date on which this project will be advertised for bids.

Therefore, in order that the State may proceed with this contract as scheduled, we have changed the plans so that the portion of the embankments which will encroach on railroad property, at the ends of the structures, (Five Mile Overcrossing, Station WB 2599, and Oregon Trunk Junction Overcrossing, Station WB 24) will not be built at this time. This work will be incorporated into a later contract.

In order to complete the balance of the embankment between these structures, it will be necessary to encroach on railroad right of way between approximate WB Line Stations 2841 and 2852. To allow the State to advertise this project on August 6, 1963, we hereby request a permit of entry to cover this encroachment.

Your early attention to this matter will be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

by ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
R. L PORTER

TWL:db
cc: A. W. Parsons
R. L. Porter
L. P. Shaw
L. H. Young
Dean Swift
R. S. Hawkins

RECEIVED
JUL 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

REVISED

REVISED

RECEIVED
JUL 1 - 1963
FOR FILING

Section BIG EDDY - CELILO Highway COLUMBIA RIVER (PA 1) County WASCO Project [illegible]

Bus. Engr. Approx. Length of Project 6.5 Miles. Beg. L 257+00± to Sta. LM 21+57.50± Date 4-5-63

Frost Penetration = 16"-18" TYPICAL SECTIONS Dry Clay Classif. = VERY HEAVY

NEW WORK

1½" of A.C. (Pavement required.)
2" of top course A.C.
2" of bottom course A.C.
3" of Plant Mix Bituminous Base.
11" of crushed base.
12" of Selected Subgrade Material. (Rock, Sand, or Gravel 3" Com. min.)
NO CREDIT

EXISTING ROADWAY

2" minimum A.C. overlay.

IN PLACE
3"± A.C. (Placed in 1958)
3/4"± Oil (Placed in 1955)
14" Base (Placed in 1955)

(1)
Typical Soil
26 LL
0 PI
51 $\frac{D^{2}\gamma}{2000}$ (8% Red.)
0 % Gravel
0 % Coarse Sand
49 % Fine Sand
47 % Silt
4 % Clay
47 "R" Value (Corrected)
AASHO CLASSIF. - A-4 (3)
Typical soil is representative of the poorest material encountered along line.

(1) Silty Sand

Other Traffic Classifications	Total Thickness Requirements
HEAVY	14"
MEDIUM HEAVY	12½"
MEDIUM	11"
LIGHT	9½"

	Required Base & Surf.	Designed Base & Surf.	Pave. (Plat.	Credit
NEW WORK				
4 AC				
3 PMBB				
11 Or Base				
18 PRESENT				
Future 1½ AC				
19½ FUTURE TOTAL	18			

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Wash. Sieve	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.

Suitable material source to be determined by the Engineer.

The material in this area is generally good, but zones of weathered rock and wind blown silt seams will be encountered. Complete elimination of the questionable material is not possible, so up grading the material by use of Plant Mix Bituminous Base is recommended.

P.P.R.

cc [illegible] State Highway Engineer
[illegible] Construction Engineer
[illegible] Engineer of Materials
[illegible] Bridge Engineer
[illegible]

Submitted by [illegible]

Recommended by [illegible]

6

PAVEMENT TYPE SELECTION

BIG EDDY - CELILO SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY
PREFIX 33-1475

Principal Factors Governing Selection

1. Traffic Classification: VERY HEAVY Present ADT 1300 1975 ADT 9200 % Heavy Vehicles 18-20
   (NOTE: Increase classification one step for heavy logging use)

2. Soils Characteristics: See design chart attached

3. Weather: Frost Penetration 16"-18" Precipitation Annual 15±

4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____

5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil

7. Stage Construction: Not a problem

8. Depressed, Surface, or Elevated Design: Surface

9. Conservation of Aggregates: No problem

10. Stimulation of Competition: Not a factor

11. Construction Consideration: No problem

12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a factor

13. Traffic Safety: No problem

14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:
Due to items 4 and 6, an A.C. wearing surface has been selected.
A.C. Surfacing was designated for this section in the 10% (b) 5 Needs Study.

RECEIVED
JUN 6 - 1963
FOR FILING

June 6, 1963

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

Re: Big Eddy-Celilo Section
Columbia River Highway
Wasco County
R/W Files 21261 and 34399

Attached are two copies of a description covering the Oregon Trunk Railway property which was to have been transferred to the State under the old 1925 agreement. This description is our Right of Way File 21261. Also attached are two copies of the descriptions for the additional property and for the construction and slope easements necessary to permit the conversion of this section of the highway to freeway standards. This is our Right of Way File 34399. These descriptions are the same as those previously submitted with the exception of a change in the wording for Parcel No. 1. This does not change the boundaries covered by the previous description. The revised description takes into account the transfer of the property under the 1925 agreement.

I also attach two copies of a map showing the two properties in question, the 1925 property being colored in green and the additional property colored in red. I believe that these descriptions will enable you to proceed with the drawing up of the agreement covering the project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

O. S. Paxson
Deputy State Highway Engineer
(Retired)

OSPrm
attachments
cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. T. W. Litchfield
Mr. E. F. Saling, with attach.

DESCRIPTION

Oregon Trunk Railway

Big Eddy-Celilo Section

File No. 21261
PC 6-3-63 3B-26-5
Columbia River Highway

Right of Way

A parcel of land lying in the N½ of Section 20, Township 2 North, Range 15 East, W.M., Wasco County, Oregon, particularly bounded and described as follows:

Beginning at a point on the center line of main track of the Oregon Trunk Railway, as same is now built, and where same crosses the East line of said Section 20; thence Westerly, along the center line of main track of Oregon Trunk Railway, as now built, a distance of 443.9 feet; thence Northerly, at right angles to the last described course, a distance of 50 feet, to the Northerly right of way line of the Oregon Trunk Railway, the true point of beginning; thence Westerly, along the Northerly right of way line of the Oregon Trunk Railway, parallel with and 50 feet distant Northerly from, when measured at right angles to, the center line of main track of the Oregon Trunk Railway, as now built, a distance of 3387.1 feet; thence Easterly, in a straight line, a distance of 146 feet to a point which is 25 feet Northerly of, when measured at right angles to, the center line of main track of the Oregon Trunk Railway, as now built; thence Northeasterly, parallel with and 25 feet distant Northerly from, when measured at right angles to, the center line of main track of the Oregon Trunk Railway, as now built, a distance of 2760.1 feet; thence Northeasterly, in a straight line, a distance of 483.6 feet, more or less, to the true point of beginning; containing 1.76 acres, more or less.

mc/pw

DESCRIPTION

Oregon Trunk Railroad

Big Eddy-Celilo Section

File No. 34399
HR 5-22-63 8B-20-15
Columbia River Highway

Right of Way, Railroad Encroachments and Easements

PARCEL NO. 1

A parcel of land lying in Section 20, Township 2 North, Range 15 East, W.M., Wasco County, Oregon; the said parcel being that portion of the right of way of the Oregon Trunk Railroad, which is bounded on the Northeasterly side by a line at right angles to the center line of the relocated main track of the Oregon Trunk Railroad at Engineer's Station 763+00; bounded on the Southwesterly side by a line at right angles to said relocated railroad center line at Engineer's Station 785+32.06; bounded on the Southeasterly side by a line which is parallel to and 25 feet Northwesterly of said relocated Railroad center line; and bounded on the Northwesterly side by the following described line:

Beginning at a point on the center line of the main track of the Oregon Trunk Railway, as same is now built, and where same crosses the East line of said Section 20; thence Westerly along the center line of the main track of the Oregon Trunk Railway, as now built, a distance of 443.9 feet; thence Northerly at right angles to the last described course, a distance of 50 feet, to the Northerly right of way line of the Oregon Trunk Railway, and the true point of beginning; thence Southwesterly in a straight line 483.6 feet to a line which is parallel to and 25 feet Northwesterly of the center line of the Oregon Trunk Railway, as now built; thence Southwesterly along said parallel line 2760.1 feet; thence Westerly in a straight line 146 feet to a line which is parallel to and 50 feet Northwesterly of the center line of the Oregon Trunk Railway, as now built, at a point which is 3387.1 feet Southwesterly when measured along said 50 foot parallel line from the true place of beginning.

The center line of the relocated main track of said Railroad herein referred to is described as follows: Beginning at Engineer's center line Station 727+95.14, which Station equals Engineer's Station 727+95.14 on the existing Oregon Trunk Railroad center line, said station also being 792.92 feet North and 1546.91 feet East of the Northeast corner of said Section 20; thence on a 5729.60 foot radius curve left (the long chord of which bears South 65° 28' 51" West) 606.18 feet; thence on a spiral curve left (the long chord of which bears South 62° 07' West) 100 feet; thence South 61° 57' West, 3551.16 feet; thence on a spiral curve right (the long chord of which bears South 62° 07' West) 100 feet; thence on a 5729.60 foot radius curve right (the long chord of which bears South 69° 20' 52.5" West) 1379.58 feet; thence on a spiral curve right (the long chord of which bears South 76° 34' 45" West) 100 feet; thence South 76° 44' 45" West, 40.31 feet to Engineer's center line Station 786+72.37.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.88 acre.

PARCEL NO. 2 Railroad encroachment for structure and retaining wall over or on the following described parcel, to wit:

A parcel of land lying in the NW¼ of Section 20, Township 2 North, Range 15 East, W.M., Wasco County, Oregon, and being a portion of that property described in that certain deed to the Oregon Trunk Railroad, recorded in Book 54, Page 537 of Wasco County Record of Deeds; the said parcel being described as follows:

Beginning at a point which is opposite and 44.87 feet Northerly of Engineer's Survey Station 797+21.1 on the center line of the Oregon Trunk Railroad; said point being 50 feet Southerly of, when measured at right angles to, the center line of the relocated Columbia River Highway, said point also being 651.03 feet North and 527.62 feet East of the West quarter corner of said Section 20; thence South 78° 10' West, 332.27 feet to the Southwesterly right of way line of said Oregon Trunk Railroad at a point opposite and 50 feet Southwesterly of Engineer's Survey Station 800+41.4 on said main track center line; thence Northwesterly along said right of way line, 177.06 feet to a point opposite and 50 feet Southwesterly of Survey Station 802+07.6 on said main track center line; thence North 78° 10' East, along a line which is parallel to and 50 feet Northerly of the Westerly projection of said highway center line tangent, a distance of 171.74 feet to the Northerly right of way line of said Oregon Trunk Railroad at a point opposite and 50 feet Northeasterly of Survey Station 800+67.5 on said main track center line; thence Southeasterly along the Northerly right of way line of said Oregon Trunk Railroad, a distance of 323.72 feet to a point opposite Engineer's Survey Station

Right of Way, Railroad Encroachments and Easements

PARCEL NO. 1

A parcel of land lying in Section 20, Township 2 North, Range 15 East, W.M., Wasco County, Oregon; the said parcel being that portion of the right of way of the Oregon Trunk Railroad, which is bounded on the Northeasterly side by a line at right angles to the center line of the relocated main track of the Oregon Trunk Railroad at Engineer's Station 763+00; bounded on the Southwesterly side by a line at right angles to said relocated railroad center line at Engineer's Station 785+32.06; bounded on the Southeasterly side by a line which is parallel to and 25 feet Northwesterly of said relocated Railroad center line; and bounded on the Northwesterly side by the following described line:

Beginning at a point on the center line of the main track of the Oregon Trunk Railway, as same is now built, and where same crosses the East line of said Section 20; thence Westerly along the center line of the main track of the Oregon Trunk Railway, as now built, a distance of 443.9 feet; thence Northerly at right angles to the last described course, a distance of 50 feet, to the Northerly right of way line of the Oregon Trunk Railway, and the true point of beginning; thence Southwesterly in a straight line 483.6 feet to a line which is parallel to and 25 feet Northwesterly of the center line of the Oregon Trunk Railway, as now built; thence Southwesterly along said parallel line 2760.1 feet; thence Westerly in a straight line 146 feet to a line which is parallel to and 50 feet Northwesterly of the center line of the Oregon Trunk Railway, as now built, at a point which is 3387.1 feet Southwesterly when measured along said 50 foot parallel line from the true place of beginning.

The center line of the relocated main track of said Railroad herein referred to is described as follows: Beginning at Engineer's center line Station 727+95.14, which Station equals Engineer's Station 727+95.14 on the existing Oregon Trunk Railroad center line, said station also being 792.92 feet North and 1546.91 feet East of the Northeast corner of said Section 20; thence on a 5729.60 foot radius curve left (the long chord of which bears South 65° 28' 51" West) 606.18 feet; thence on a spiral curve left (the long chord of which bears South 62° 07' West) 100 feet; thence South 61° 57' West, 3551.16 feet; thence on a spiral curve right (the long chord of which bears South 62° 07' West) 100 feet; thence on a 5729.60 foot radius curve right (the long chord of which bears South 69° 20' 52.5" West) 1379.58 feet; thence on a spiral curve right (the long chord of which bears South 76° 34' 45" West) 100 feet; thence South 76° 44' 45" West, 40.31 feet to Engineer's center line Station 786+72.37.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.88 acre.

PARCEL NO. 2 Railroad encroachment for structure and retaining wall over or on the following described parcel, to wit:

A parcel of land lying in the NW¼ of Section 20, Township 2 North, Range 15 East, W.M., Wasco County, Oregon, and being a portion of that property described in that certain deed to the Oregon Trunk Railroad, recorded in Book 54, Page 537 of Wasco County Record of Deeds; the said parcel being described as follows:

Beginning at a point which is opposite and 44.87 feet Northerly of Engineer's Survey Station 797+21.1 on the center line of the Oregon Trunk Railroad; said point being 50 feet Southerly of, when measured at right angles to, the center line of the relocated Columbia River Highway, said point also being 651.03 feet North and 527.62 feet East of the West quarter corner of said Section 20; thence South 78° 10' West, 332.27 feet to the Southwesterly right of way line of said Oregon Trunk Railroad at a point opposite and 50 feet Southwesterly of Engineer's Survey Station 800+41.4 on said main track center line; thence Northwesterly along said right of way line, 177.06 feet to a point opposite and 50 feet Southwesterly of Survey Station 802+07.6 on said main track center line; thence North 78° 10' East, along a line which is parallel to and 50 feet Northerly of the Westerly projection of said highway center line tangent, a distance of 171.74 feet to the Northerly right of way line of said Oregon Trunk Railroad at a point opposite and 50 feet Northeasterly of Survey Station 800+67.5 on said main track center line; thence Southeasterly along the Northerly right of way line of said Oregon Trunk Railroad, a distance of 323.72 feet to a point opposite Engineer's Survey Station 797+21.1 on said railroad center line; thence South 7° 37' 45" East, at right angles to said railroad center line, 5.13 feet to the place of beginning.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.5 acre.

(see over)

PARCEL NO. 3 Railroad encroachment for slopes and retaining wall over or on the following described parcel, to wit:

A parcel of land lying in the NE¼ of Section 19 and in the NW¼ of Section 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, and being a portion of that property described in that certain deed to the Oregon Trunk Railroad, recorded in Book 54, Page 537 of Wasco County Record of Deeds; the said parcel being described as follows:

Beginning at the Northwest corner of Parcel No. 2, thence Northerly along the Westerly line of said railroad property to a line which is parallel to and 12.5 feet Southerly of the center line of a connecting track as described in that deed to the Oregon Trunk Railroad, recorded in Book 55, Page 104 of Wasco County Deed Records; thence Southeasterly parallel to said connecting track center line to the Northerly line of Parcel No. 2; thence Westerly along the Northerly line of Parcel No. 2 to the place of beginning.

The parcel of land to which this description applies contains 0.02 acre.

PARCEL NO. 4 Railroad encroachment for slopes over or on the following described parcel, to wit:

A parcel of land lying in the NW¼ of Section 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning on the Northerly right of way line of the existing Oregon Trunk Railroad as described in that deed recorded in Book 54, Page 537 of Wasco County Deed Records, at a point which is 50 feet Northerly of (when measured radially to) the center line of said railroad at Engineer's Station 797+21.1; thence South 7° 37' 45" East, 5.13 feet; thence South 78° 10' West to a line which is parallel to and 15 feet Northerly of the center line of said railroad; thence Easterly parallel to and 15 feet Northerly of the center line of said existing Oregon Trunk Railroad to a point which is opposite Engineer's Station 794+50 on said railroad center line; thence Northerly at right angles to said center line 5 feet to a line which is parallel to and 20 feet Northerly of said railroad center line; thence Easterly along said parallel line to a point opposite Engineer's Equation Station 786+79.10 Ahead equals 786+72.37 Back on the center line of the relocated Oregon Trunk Railroad; thence Easterly parallel to and 20 feet Northerly of the center line of said relocated Oregon Trunk Railroad to a point opposite Engineer's Station 785+32.06 on said relocated center line; thence Northerly at right angles to said relocated center line to the Northerly right of way line of said existing railroad; thence Westerly along said Northerly right of way line to the place of beginning.

The center line of the Oregon Trunk Railroad herein referred to is described as follows:

Beginning at Engineer's center line relocated Station 770+52.48, said Station also being 1411.67 feet North and 3088.78 feet East of the West quarter corner of said Section 20; thence on a spiral curve right (the long chord of which bears South 62° 07' West) 100 feet; thence on a 5729.60 foot radius curve right (the long chord of which bears South 69° 20' 52.5" West) 1379.58 feet; thence on a spiral curve right (the long chord of which bears South 76° 34' 45" West) 100 feet; thence South 76° 44' 45" West, 40.31 feet to Equation relocated Station 786+72.37 Back equals Existing Station 786+79.10 Ahead; thence South 76° 44' 45" West, 920 feet; thence on a spiral curve right (the long chord of which bears South 78° 37' 15" West) 150 feet; thence on a 763.94 foot radius curve right (the long chord of which bears North 57° 21' 15" West) 1074 feet to Engineer's Existing Station 807+95.1.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.0 acre.

PARCEL NO. 5 Railroad encroachment for grade crossing over or on the following described parcel, to wit:

A parcel of land lying in the NE¼NE¼ of Section 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning on the Northerly right of way line of the Oregon Trunk Railroad Co. at a point which is opposite Engineer's Survey Station 756+05.72 on the existing center line; thence Southeasterly at right angles to said center line 100 feet; thence Northeasterly parallel to said center line 60 feet to a point which is opposite Engineer's Station 755+45.72 on said center line; thence Northwesterly at right angles to said center line 100 feet to said Northerly right of way line; thence Southwesterly, along said Northerly

right of way line, 60 feet to the place of beginning.

The parcel of land to which this description applies contains 0.14 acre.

PARCEL NO. 6 Railroad encroachment for grade crossing and haul road over or on the following described parcel, to wit:

A parcel of land lying in the $SW\frac{1}{4}SW\frac{1}{4}$ of Section 16, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Oregon Trunk Railroad at a point which is 30 feet Southwesterly of (when measured at right angles to) the center line of an Interchange leg of the Columbia River Highway; thence Northeasterly along said Railroad right of way line 60 feet, more or less, to a line which is parallel to and 30 feet Northeasterly of said Interchange leg center line; thence South 33° 24' East, 100 feet, more or less, to the Southeasterly right of way line of said railroad; thence Southwesterly along said Southeasterly right of way line to a line which bears South 33° 24' East from the point of beginning; thence North 33° 24' West, 100 feet, more or less, to the point of beginning.

The center line of the said Interchange leg herein referred to is described as follows:

Beginning at Engineer's center line Station "R" 20+20.76, which Station equals L6 102+93.55 on the center line of the relocated Columbia River Highway, said Station also being 429.97 feet North and 130.04 feet East of the Southwest corner of said Section 16; thence South 33° 24' East, 344.64 feet; thence on a 65 foot radius curve right (the long chord of which bears South 14° 08' 45" West) 107.88 feet to Engineer's Station "R" 24+73.28.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.14 acre.

(Also a permit to haul Borrow Material over same crossing.)

PARCEL NO. 7 A temporary easement for duration of project for relocating main track over or on the following described parcel, to wit:

A parcel of land lying in Sections 16, 17, 20 and 21, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, the said parcel being that portion of the existing Oregon Trunk Railroad right of way lying between a line at right angles to the center line of the relocated main track at Engineer's Station 727+95.14 to a line at right angles to said center line at Engineer's Station 786+72.37.

The center line herein referred to is described in Parcel No. 1.

EXCEPT that portion in Parcel No. 1.

The parcel of land to which this description applies contains 12.5 acres.

PARCEL NO. 8 A temporary easement for duration of project for construction of retaining wall over or on the following described parcel, to wit:

A parcel of land lying in Sections 19 and 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, and being a portion of that property described in that certain deed to the Oregon Trunk Railroad, recorded in Book 54, Page 537 of Wasco County Record of Deeds; the said parcel being a strip of land extending from a line at right angles to the center line of a connecting track, as described in that deed to Oregon Trunk Railroad recorded in Book 55, Page 104 of Wasco County Deed Records, at Station 27+80 to the Northerly line of Parcel No. 2, said strip of land lying between lines which are parallel to and 7.5 feet Southwesterly and 12.5 feet Southwesterly of said connecting railroad center line.

The parcel of land to which this description applies contains 0.01 acre.

PARCEL NO. 9 A temporary easement for duration of project for construction of retaining wall and wall footing, ditches and slopes over or on the following described parcel, to wit:

A parcel of land lying in the $NW\frac{1}{4}$ of Section 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, and being a portion of that property described in that

right of way line, 60 feet to the place of beginning.

The parcel of land to which this description applies contains 0.14 acre.

PARCEL NO. 6 Railroad encroachment for grade crossing and haul road over or on the following described parcel, to wit:

A parcel of land lying in the $SW\frac{1}{4}SW\frac{1}{4}$ of Section 16, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning on the Northwesterly right of way line of the Oregon Trunk Railroad at a point which is 30 feet Southwesterly of (when measured at right angles to) the center line of an Interchange leg of the Columbia River Highway; thence Northeasterly along said Railroad right of way line 60 feet, more or less, to a line which is parallel to and 30 feet Northeasterly of said Interchange leg center line; thence South 33° 24' East, 100 feet, more or less, to the Southeasterly right of way line of said railroad; thence Southwesterly along said Southeasterly right of way line to a line which bears South 33° 24' East from the point of beginning; thence North 33° 24' West, 100 feet, more or less, to the point of beginning.

The center line of the said Interchange leg herein referred to is described as follows:

Beginning at Engineer's center line Station "R" 20+20.76, which Station equals L6 102+93.55 on the center line of the relocated Columbia River Highway, said Station also being 429.97 feet North and 130.04 feet East of the Southwest corner of said Section 16; thence South 33° 24' East, 344.64 feet; thence on a 65 foot radius curve right (the long chord of which bears South 14° 08' 45" West) 107.88 feet to Engineer's Station "R" 24+73.28.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.14 acre.

(Also a permit to haul Borrow Material over same crossing.)

PARCEL NO. 7 A temporary easement for duration of project for relocating main track over or on the following described parcel, to wit:

A parcel of land lying in Sections 16, 17, 20 and 21, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, the said parcel being that portion of the existing Oregon Trunk Railroad right of way lying between a line at right angles to the center line of the relocated main track at Engineer's Station 727+95.14 to a line at right angles to said center line at Engineer's Station 786+72.37.

The center line herein referred to is described in Parcel No. 1.

EXCEPT that portion in Parcel No. 1.

The parcel of land to which this description applies contains 12.5 acres.

PARCEL NO. 8 A temporary easement for duration of project for construction of retaining wall over or on the following described parcel, to wit:

A parcel of land lying in Sections 19 and 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, and being a portion of that property described in that certain deed to the Oregon Trunk Railroad, recorded in Book 54, Page 537 of Wasco County Record of Deeds; the said parcel being a strip of land extending from a line at right angles to the center line of a connecting track, as described in that deed to Oregon Trunk Railroad recorded in Book 55, Page 104 of Wasco County Deed Records, at Station 27+80 to the Northerly line of Parcel No. 2, said strip of land lying between lines which are parallel to and 7.5 feet Southwesterly and 12.5 feet Southwesterly of said connecting railroad center line.

The parcel of land to which this description applies contains 0.01 acre.

PARCEL NO. 9 A temporary easement for duration of project for construction of retaining wall and wall footing, ditches and slopes over or on the following described parcel, to wit:

A parcel of land lying in the $NW\frac{1}{4}$ of Section 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, and being a portion of that property described in that

certain deed to the Oregon Trunk Railroad, recorded in Book 54, Page 537 of Wasco County Record of Deeds; the said parcel being described as follows:

Beginning on a line which is parallel to and 20 feet Northerly of the center line of the existing Oregon Trunk Railroad, at a point which is opposite Engineer's Station 786+79.10 on said railroad center line, said point also being 866.53 feet North and 1571.48 feet East of the West quarter corner of said Section 20; thence Westerly along said parallel line to a point opposite and 20 feet Northerly of Engineer's Station 794+50 on said center line; thence Southerly at right angles to said center line, 5 feet to a line which is parallel to and 15 feet Northerly of said center line; thence Westerly parallel to and 15 feet Northerly of said center line to a point which is 15 feet Northerly of (when measured radially to) said center line on the Southerly line of Parcel No. 2; thence Westerly along the Southerly line of Parcel No. 2 to a line which is parallel to and 10 feet Northerly of said center line; thence Easterly parallel to said center line to a point opposite Engineer's Station 797+00 on said center line; thence Northerly, radially to said center line, 2 feet to a line which is parallel to and 12 feet Northerly of said center line; thence Easterly along said parallel line to a point which is 12 feet Northerly of (when measured at right angles to) said center line at Engineer's Station 786+79.10; thence Northerly at right angles to said center line, 8 feet to the place of beginning.

The center line of the existing Oregon Trunk Railroad herein referred to is described in Parcel No. 4.

The parcel of land to which this description applies contains 0.18 acre.

PARCEL NO. 10 A temporary easement for duration of project for construction of stairway and parking area over or on the following described parcel, to wit:

A parcel of land lying in the NE¼ of Section 19, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, and being a portion of that property described in that certain deed to Oregon Trunk Railroad Co., recorded in Book 54, Page 537 of Wasco County Record of Deeds; the said parcel being that portion of said property lying Southerly of a line drawn radially to the center line of the Oregon Trunk Railroad at Engineer's Station 807+50 on said center line, which center line is described in said Oregon Trunk Co. deed, and lying Northerly of a line which is parallel to and 64 feet Northerly of the center line of the East bound main line of O. W. R. & N. Co. as described in that deed recorded in Book 143, Page 401 of Wasco County Deed Records.

The parcel of land to which this description applies contains 0.18 acre.

pf/mc

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 5, 1963

SUBJECT: Files 21261 and 34399
Oregon Trunk Railroad
Big Eddy - Celilo Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Deputy Highway Engineer, Retired
Office

Attached are 4 copies of descriptions (File 21261) dated June 3, 1963, 4 copies of revised descriptions (File 34399) dated May 22, 1963 and 4 prints of Right of Way tracing 8B-20-15.

File 21261 covers the area colored in green and which was to be acquired by the Department according to the 1925 agreement.

The only revision in File 34399 was a change in Parcel #1 which was a change of wording only and does not change the boundaries or the area as originally designated.

The encroachment map originally submitted did not change.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach.

FOS:jl

cc. Mr. T. W. Litchfield
w/1 copy of map and description

RECEIVED
JUN 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JUN 6 - 1963
FOR FILING

Salem, Oregon
June 6, 1963

Mr. Forrest Cooper
State Highway Engineer
O F F I C E

Big Eddy-Celilo Section
Columbia River Highway
Wasco County
and
Celilo-Rufus Section
Columbia River Highway
Wasco County

Big Eddy-Celilo:

This section includes three crossings of the Union Pacific Railroad and one crossing of the Oregon Trunk Railway. In addition, it covers the moving of a grade crossing of the Union Pacific tracks serving the U.S.E.D. park and the moving of a grade crossing of the Oregon Trunk tracks serving the Indian Village; also, a number of longitudinal encroachments. P.U.C. hearings have been held and orders issued on the Union Pacific crossings, and the Union Pacific Railroad Company is proceeding with its usual speed to draw up the agreements covering matters pertaining to its property.

We have had applications in with the P.U.C. for over a year for a hearing on the Oregon Trunk crossing. The Railroad people, however, have not consented to go ahead with the hearings until property transfers were completely worked out. As far as I know, these are now satisfactory to the Railroad and I anticipate that a hearing will be scheduled in the very near future. In the meantime, the Oregon Trunk Railway Company is proceeding with the drawing up of an agreement covering the matter. These two agreements will cover all railroad matters from Big Eddy to and including the crossing of the U. P. tracks east of Celilo.

Celilo-Rufus:

We have a fully-executed agreement with the Union Pacific Railroad Company covering all longitudinal encroachments to a point just west of the overcrossing of the U.P. tracks at Rufus. The application to the P.U.C. for a crossing of these tracks will be made in the very near future, as soon as the final

alignment of the new crossing of the railroad track is approved by the U. S. B. D. Grading plans for the highway to a point just west of the Rufus crossing are complete and the remainder of the grading to hook up with the U. S. B. D. section easterly of Rufus can be included in the contract for the overcrossing later this year. This will give ample time to build the overcrossing before we are ready to contract the paving of the section.

C. S. Pearson
Deputy State Highway Engineer
(Retired)

CSP:ms
cc Mr. L. H. Young

Rollin E. Bowles, Chairman
Portland
John P. Amacher, Winchester
Tallant Greenough, Coquille
Wayne E. Phillips, Baker
Joseph W. Smith, Klamath Falls

RECEIVED
JUN 7 - 1963
FOR FILING

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 3503
PORTLAND 8

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

State Highway Department
Salem 10, Oregon

Gentlemen:

Your request for clearance of your right of way needs for the relocated Columbia River Highway from Big Eddy to Celilo over lands delimited by The Dalles Dam General Plan to be licensed to this department has been considered.

By virtue of a General Plan for use of certain areas for wildlife conservation and management in connection with The Dalles Dam, executed by the Assistant Secretary of the Army on August 16, 1960, and the Director of the Oregon State Game Commission, on April 20, 1960, the Game Commission is entitled to possession of certain land and water areas on The Dalles project and is entitled to use of these lands along and near the south shore of The Dalles pool between The Dalles and Celilo, as more fully delimited on Exhibit A attached to said General Plan.

The Oregon State Game Commission hereby agrees to release such rights or interests including access that said Commission holds or may hold on the herein designated lands to the Oregon State Highway Commission that are necessary for the construction and maintenance of Interstate Highway 80 N. under the following conditions:

a. Upon completion of construction, the controlled access right of way will be reduced to the minimum width necessary for the maintenance of the highway.

b. Lands outside the minimum width boundaries will be relinquished back to present title status.

This release applies to lands designated in the 1962 and 1963 construction plans for the Interstate Highway 5 N. as set out on sheets 1 through 14 of Big Eddy - Celilo Section plans and sheets 1 through 7 of the Celilo Section plans.

Very truly yours,

P. W. Schneider

P. W. Schneider
Director

RECEIVED
JUN 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 6 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 1 0 1963
PORTLAND

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY.
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

May 20, 1963

State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engr. (Retired)

Dear Sir:

Please refer to your letter of May 7, 1963, which was handed to me during the week of May 13, 1963, concerning the relocation of the Columbia River Highway at Celilo.

The deeds for the transfer of lands by the Highway Department to the Oregon Trunk Railway Company are being checked for the descriptions contained therein. I believe they will be satisfactory and as soon as they have definitely been determined to be so I will advise. Previously on April 20, 1962, you had furnished descriptions for property to be conveyed to you in fee title and easements to be granted for the purpose of your construction. The description for Parcel #1 did not include the land presently occupied by the highway and which was to have been conveyed to the State under the 1925 agreement. This description will need to be revised to include the 1925 portion as well as that additional portion required now. It appears the other descriptions will prove to be satisfactory and I will advise you as to this as soon as they have been checked. I believe in the discussion

owing to Litchfield

RECEIVED
MAY 21 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

in my office that it was Mr. Garrett's desire that the deed for our conveyance to you should be prepared by the State as a quitclaim deed from the Railway Company to the State.

On January 26, 1962, I wrote to you outlining some objections that we had to your original proposals. On April 20, 1962, you furnished a set of plans and cross-sections that took care of the questions raised in my letter of January 26, 1962. However, in the prints furnished last week some of the items shown in the sections of April 20, 1962, have not been incorporated. The roadbed section for one thing, the man hole in the culvert at Station 54+00 for another. If the drawings furnished last week are corrected to incorporate the features shown on the sections furnished in April, then the engineering matters will be cleared. I am enclosing three sheets of standard roadbed sections for your use.

Two other matters are of some concern. One is that an adequate guard rail be provided along the fill approaching the overhead crossing to prevent vehicles of any sort from going off the fill and landing on the tracks. The other matter is that we would desire to have a right of way fence erected along the new south boundary of our right of way adjacent to the Indian Village.

I have asked our attorneys to request an extension of time for our answer to the P.U.C. petition for the crossings involved in this project. We will commence the preparation of the construction agreement and when that has been signed we will file our answer.

Very truly yours

C. J. Moy

Chief Engineer

CEL-c

RECEIVED
MAY 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1963
FOR FILING

Salem, Oregon
May 9, 1963

Big Eddy-Celilo and Celilo
Sections
Columbia River Highway

Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

A conference was held yesterday with both the Union Pacific and the S. P. & S. regarding the design and agreements on the section from Big Eddy to, and including, the East Celilo overcrossing.

Copies of the deed which we propose to give to the S. P. & S. Railway Company in exchange for property which the Company is deeding to us (including the property which we took under the 1925 agreement) at Celilo were presented to Mr. Moy and Mr. Garrett of the S. P. & S. They found nothing to object to in the deed, although they reserved final judgment until they had given it more complete study. I do not anticipate any further difficulty as far as right of way with the S. P. & S. is concerned. Mr. Moy had some question as to some of the drainage provisions in the Celilo Section and expected to mark up a set of the preliminary plans and return them to us with suggested minor revisions.

Mr. Garrett asked that we prepare a description of the property which the S. P. & S. is to deed to the State. He indicated he would accept a center line description around the center line of the existing S. P. & S. track in this area. These descriptions would include the easements, shown in yellow, and the property which was to be deeded to us, shown in orange, on the encroachment map which was attached to my letter of November 29, 1962, addressed to Mr. Parsons of the Bureau of Public Roads. The descriptions should also include an easement across the S. P. & S. tracks where we are to install the access road to the Celilo Indian Village. Mr. Young should take the necessary steps to have these descriptions prepared.

The easements from the Union Pacific for the over-crossings at Fivemile, at West Celilo, and at East Celilo are

being prepared by the Union Pacific Railroad Company and, subject to some minor revisions in the preliminary road plans, I anticipate that this agreement will be forthcoming as soon as the Railroad can draw it up.

Mr. Tabor raised the following points in connection with the two sections as they adjoin the Railroad right of way:

(1) The Railroad has a rock fall fence at the Fivemile overcrossing site which will have to be removed during grading operations and will also have to be removed during the construction of the bridge. The Railroad will insist upon 24-hour watchman service while this slide fence is out of operation. If the overcrossing structure and the grading are let in the same contract, the timing would probably be coordinated better than under separate contracts as it would hardly pay to put the fence back again during an interval between the grading work and the structure work. It will also be necessary to place communication lines in a temporary location and put them back in permanent location after the construction work is completed.

(2) The Railroad will insist on a locked gate at the railroad right-of-way line at the Dam access road, Station 1444+30 (approximately), on the eastbound lane. This gate should be installed on the railroad right-of-way line.

(3) It will probably be necessary to raise or relocate wire facilities at the grade crossings of the haul roads shown on the plans. The Bureau should be contacted as to whether this is at the expense of the contractor or as a straight reimbursable railroad item.

(4) Railroad will insist upon "track occupancy signals" at haul roads at Stations 1517 eastbound and 2039 westbound. Again, this should be checked with the Bureau as to who is to bear the costs.

(5) The Railroad wants to put the signal and communication lines in permanent position prior to construction and to have them bored in for protection.

(6) They raised the question as to the drainage line leading into the pump house at West Cellio and also as to the location of a culvert under our highway at Station 13 LE. This

dumps right on the railroad right of way where there is no railroad culvert to take the drainage. It is suggested that any drainage in the area be carried easterly to the end of the pump house drainage line.

(7) In addition to the culvert at Station 13, the Railroad is objecting to location of a culvert under the highway terminating at the railroad right of way where there is no culvert under the railroad to take the drainage. This matter should be studied to see if we cannot work this drainage out so that it will not be delivered in the side ditches of the Railroad Company. In particular, these are at our Stations 54, 57+50 and 96.

(8) Between Stations 56 and 86+50, the Railroad is relocating its signal and communication lines to clear the toe of our embankment in the easement areas. The railroad is on a curve and it will be necessary that they guy each pole around the curve. They will require that our access control fence be set back far enough to give them access to these guys. It was their opinion that if we kept the access fence a minimum of 30 feet from the center line of the eastbound railroad track, they would have the necessary access room.

(9) The Railroad asked that we extend our guardrail 200 feet between Stations 80 and 82.

(10) At the present grade crossing of the trucks landing into the U.S.E.D. park, the Railroad has cattle guards at each railroad right-of-way line on the access road. Railroad will demand that we provide cattle passes at the railroad right-of-way lines on the new location.

(11) Signal and communication lines will be placed in temporary location, in conduit, and restored to permanent location at the completion of the projects.

I believe we can take the necessary steps to reactivate the P.U.C. hearings both on the S. P. & S. overcrossing and on the grade crossing giving access to the Indian Village. These have been postponed until our right-of-way troubles were settled.

G. S. Pasmen
Deputy State Highway Engineer
(Retired)

GSPmm

cc Mr. Lloyd P. Shaw
Mr. I. D. Marchant
Mr. L. H. Young
Mr. J. H. Harshberger

RECEIVED
JUL 10 1963
FORM E-30 SOH 11-61 40230

FOR FILING

I-80N: 21-1 87

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Can L. Tebbetts take this from here? Please advise

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1963

SUBJECT: Big Eddy-Celilo and Celilo Sections
Columbia River Highway

To: Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

CONSTRUCTION
JUL 1 1963

A conference was held yesterday with both the Union Pacific and the S. P. & S. regarding the design and agreements on the section from Big Eddy to, and including, the East Celilo overcrossing.

Copies of the deed which we propose to give to the S. P. & S. Railway Company in exchange for property which the Company is deeding to us (including the property which we took under the 1925 agreement) at Celilo were presented to Mr. Moy and Mr. Garrett of the S. P. & S. They found nothing to object to in the deed, although they reserved final judgment until they had given it more complete study. I do not anticipate any further difficulty as far as right of way with the S. P. & S. is concerned. Mr. Moy had some question as to some of the drainage provisions in the Celilo Section and expected to mark up a set of the preliminary plans and return them to us with suggested minor revisions.

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The easements from the Union Pacific for the over-crossings at Fivemile, at West Celilo, and at East Celilo are

Info. Sent Handling
6-20-63

being prepared by the Union Pacific Railroad Company and, subject to some minor revisions in the preliminary road plans, I anticipate that this agreement will be forthcoming as soon as the Railroad can draw it up.

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(1) The Railroad has a rock fall fence at the Fivemile overcrossing site which will have to be removed during grading operations and will also have to be removed during the construction of the bridge. The Railroad will insist upon 24-hour watchman service while this slide fence is out of operation. If the overcrossing structure and the grading are let in the same contract, the timing would probably be coordinated better than under separate contracts as it would hardly pay to put the fence back again during an interval between the grading work and the structure work. It will also be necessary to place communication lines in a temporary location and put them back in permanent location after the construction work is completed.

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(5) The Railroad wants to put the signal and communication lines in permanent position prior to construction and to have them boxed in for protection.

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dumps right on the railroad right of way where there is no railroad culvert to take the drainage. It is suggested that any drainage in the area be carried easterly to the end of the pump house drainage line.

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I believe we can take the necessary steps to reactivate the P.U.C. hearings both on the S. P. & S. overcrossing and on the grade crossing giving access to the Indian Village. These have been postponed until our right-of-way troubles were settled.

G. S. Paxson
Deputy State Highway Engineer
(Retired)

GSP:ms
cc Mr. Lloyd P. Shaw
Mr. I. D. Merchant
Mr. L. H. Young
Mr. J. N. Hershberger

RECEIVED
MAY 8 - 1963
FOR FILING

May 7, 1963

Mr. H. F. Hoy, Chief Engineer
Spokane, Portland and Seattle Railway Co.
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Re: Big Eddy-Celilo Section
Columbia River Highway
Wasco County

We now have deeds from the U. S. Government, through the Bureau of Indian Affairs and the Corps of Engineers, covering the property in the vicinity of Celilo which we are to transfer to your company (fulfilling the agreement entered into with the Oregon Trunk Railway Company on October 31, 1925) and the additional property which we are to furnish you in exchange for parts of your present right of way on the northerly side of your tracks in this area.

Attached is a copy of the deed which we propose to furnish your company covering all of this property. Also attached are photostatic copies of the deed received from the Secretary of the Army covering the U. S. Engineers' property and of the deed from the Bureau of Indian Affairs covering the Indian lands. The details of the property to be transferred, both from the Highway Department to your company and from your company to the Highway Department, were shown on the map which accompanied my letter of August 23, 1962.

I believe that with this property transfer out of the way we are in position to go ahead with the preparation of the agreement and with the P. U. C. hearing on the matter which was postponed pending the completion of the right-of-way transfers.

It would be appreciated if you could give this matter your early consideration as we hope to go ahead with construction in the area in the very near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer
(Retired)

cc Mr. Forrest Cooper
Mr. R. L. Porter
Mr. T. W. Litchfield
Mr. E. F. Saling Mr. J. Hershberger
Curtis
enc.

QUITCLAIM DEED Files 34511 & 34512

KNOW ALL MEN BY THESE PRESENTS, That the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, hereinafter called the Grantor, for the consideration of the sum of One and No/100 Dollar ($1.00) and other valuable consideration to it paid, does hereby remise, release and forever quitclaim unto Oregon Trunk Railway, a Washington corporation, hereinafter called the Grantee, the following described premises, to wit:

Parcel 1 (34511):

A parcel of land lying in the NW¼ of Section 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, the said parcel being that portion of said NW¼ included in a strip of land 25 feet in width, lying Southerly of and adjacent to the Southerly line of that property described in that deed to Oregon Trunk Railway recorded in Book 54, Page 537 of Wasco County Deed Records, to wit:

A strip of land one hundred (100) feet in width, being fifty (50) feet in width on each side of the center line of the Oregon Trunk Railway's line of railroad as the same is surveyed, located and staked out through, over and across sections nineteen (19) and twenty (20) township two (2) north, range fifteen (15) east of the Willamette Meridian, subject to the right of way of the Oregon Railroad and Navigation Company's line of railroad, the right of way of the State Portage Railway's line of railroad, and the right of way of the United States Ship Canal, all of which cross the said strip of land, said center line being more particularly described as follows:

Beginning at a point on the east line of the NW¼ of said section 20, said point of beginning being described as follows: Beginning at Sta. 745+48.8 a point on the north line of Section 20, T. 2 N., R. 15 E., W. M., distant 15.2 feet west of the NE corner of said section 20; thence S. 62° 13" W. making an angle of 27° 47' in the SW quadrant with the north line of said section 20, 2,702.2 feet to Sta. 772+51; thence by 1° curve right 264 feet, more or less, to the east line of the NW¼ of said Section 20, the aforesaid point of beginning. Thence continuing on said 1° curve right 1,161 feet more or less to Sta. 786+76; thence S. 76° 28' W. 923.1 feet to Sta. 795+71.1 (the distance from Sta. 794 to Sta. 795 being 128 feet) thence by Talbot Spiral curve right 150 feet through an angle of 5° 37' to Sta. 797+21.1; thence by 7° 30' curve right 1,073.9 feet through an angle of 80° 32½' to Sta. 807+95; thence by Talbot Spiral curve right 75 feet through an angle of 2° 48½' to Sta. 808+70; thence N. 14° 34' W. 320 feet more or less to the lowest water line of the south bank of the Columbia River, containing 7.1 acres more or less.

There is excepted therefrom that portion thereof lying Northerly of the following described line:

Beginning on the Southerly line of said railroad property at a point which is opposite Engineer's Station "E" 44+85.25 on the center line of the Eastbound lane of the relocated Columbia River Highway; thence Westerly in a straight line to a point opposite and 200 feet Southerly of Engineer's Station "E" 38+85.25 on said Eastbound lane center line.

The center line of the Eastbound lane of the relocated Columbia River Highway is described as follows:

Beginning at Engineer's center line Station "E" 27+38.55, said Station being 732.26 feet North and 1,485.97 feet West of the West quarter corner of said Section 20; thence South 74° 45' East, 243.92 feet; thence on a spiral curve left (the long chord of which bears South 77° 45' East) 600 feet; thence on a 1,909.86 foot radius curve left (the long chord of which bears South 88° 17' 30" East) 302.78 feet; thence on a spiral curve left (the long chord of which bears North 81° 10' East) 600 feet to Engineer's Station "E" 44+ 85.25.

(Bearings used in this description of Columbia River Highway are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 1.45 acres.

Reserving unto the United States of America access over existing roads or revisions thereof.

Parcel 2 (34512):

A parcel of land lying in Lots 1 and 2 of Section 20, Township 2 North, Range 15 East, W. M., Wasco County, Oregon, the said parcel being described as follows:

Beginning at the point of intersection of the Southerly right of way line of Oregon Trunk Railroad with the Southerly right of way line of the U. S. A. Boat Railroad; thence Easterly along said Boat Railroad right of way to a line which is parallel to and 75 feet Southeasterly of the center line of said Oregon Trunk Railroad; thence Northeasterly parallel to and 75 feet Southeasterly of said Oregon Trunk Railroad center line 390 feet; thence Northeasterly in a straight line 402 feet to a line which is parallel to and 50 feet Southeasterly of said Oregon Trunk Railroad center line; thence Southwesterly along a line which is parallel to and 50 feet Southeasterly of said Oregon Trunk Railroad center line to the place of beginning.

The parcel of land to which this description applies contains 0.42 acre.

This conveyance is made, executed and delivered upon the grounds and for the reason that the real property hereinabove described is no longer needed, required or useful for highway purposes.

TO HAVE AND TO HOLD the said premises, with their appurtenances, unto the said Grantee, its successors and assigns forever.

IN WITNESS WHEREOF, the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, has caused the seal of said Commission to be affixed hereunto and these presents to be executed on this the 25th day of April, 1963.

ATTEST:

/s/ Floyd Query
Secretary

APPROVED:

/s/ R. L. Porter
~~Asst.~~ Deputy State Highway Engineer

APPROVED AS TO FORM:

/s/ L. I. Lindas
Chief Counsel

/s/ J. N. Hershberger
Staff Attorney

STATE OF OREGON, by and through its
STATE HIGHWAY COMMISSION

By /s/ Glenn L. Jackson
As Chairman

By /s/ K. N. Fridley
As Commissioner

By /s/ David B. Simpson
As Commissioner

(SEAL)

STATE OF OREGON,)
) ss.
County of Marion)

On this 25th day of April, 1963, before me appeared Glenn L. Jackson, K. N. Fridley and David B. Simpson, to me personally known, who, each being duly sworn, did say that he, the said Glenn L. Jackson is Chairman of the State Highway Commission of the State of Oregon, and that he, the said K. N. Fridley and he, the said David B. Simpson is State Highway Commissioner of the State of Oregon; that the seal affixed to said instrument is the seal of the State Highway Commission, and that the said instrument is signed and sealed in behalf of said State by said Commission, and that the said Chairman and the said Commissioners acknowledge said instrument to be the free act and deed of said State, by said State Highway Commission.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

(SEAL)

/s/ Cecil W. Mead
Notary Public for Oregon

My Commission Expires: Nov. 5, 1966

RECEIVED
DEC 4 1962
FOR FILE

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

J-80N #3(3)
6317

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 3, 1962

File 34511
Big Eddy-Celilo Section
Columbia River Highway

U. S. Army Engineer
District, Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Mr. Merle E. Lietzke
Chief, Real Estate Division

Gentlemen:

In accordance with your letter of November 16, 1962, we are enclosing Oregon State Highway Department Revolving Fund Check No. A 027655 in the amount of $100.00, payable to the Secretary of the Army. This is the payment for 1.45 acres adjacent to the Oregon Trunk Railway near Celilo.

The Highway Department appreciates the cooperation received from your office in expediting this transaction through the Army Headquarters.

If you need the recording data for this document, we will be glad to furnish the same after the deed is recorded in Wasco County Deed Records.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls
Enc. Check & receipt

cc: Mr. G. S. Paxson

RECEIVED
DEC 4 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM A-135
DEC 4 1962

FOR FILE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

November 30, 1962

File 34512
Big Eddy-Celilo Section
Columbia River Highway

Bureau of Indian Affairs
Portland Area Office
P. O. Box 4097
Portland, Oregon

Attention: Mr. C. R. Saub

Gentlemen:

After receipt of the conditions under which your office could grant the State the right of way for the Oregon Trunk Railway, we contacted the Railway Company, and they have rejected the proposed easement. See the attached copy of Mr. Garrett's letter of November 21, 1962.

We are obligated under the agreement of 1925 to convey fee title to the Railway Company. The Federal Highway Acts of 1956 and 1958 require the State to obtain fee title to the right of way of the freeway. Besides, Oregon Trunk now has fee title to the land we require from them, and it is our thought that the State should replace their right of way in fee.

Will you please see if you can get a new authority or additional authority to grant the State of Oregon, by and through its State Highway Commission, fee title that can be transferred to the Oregon Trunk Railway. If at all possible, we would like to complete this file this year so that the State can go ahead with the construction of the Columbia River Interstate Highway 80N in the vicinity of Celilo.

Very truly yours,

L. I. LINDAS,
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls
Enc. Copy of Garrett's
11-21-62 letter

cc: Mr. G. S. Paxson

RECEIVED
DEC 3 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1962

FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1962

To:

SUBJECT: Files 34511 & 34512
Big Eddy-Celilo Section
Columbia River Highway

MEMORANDUM TO FILES:

The afternoon of Thursday, August 23, Mr. Mayhew's secretary called me stating that she had a message from Cliff Walstrom of the Army Engineers stating that "The army had teletyped Washington, D. C., and they replied they were considering the request and hoped to have an answer in a few days."

On the morning of Friday, August 24, Mr. Shoenhut of the Bureau of Indian Affairs advised me by long distance telephone that the Assistant Secretary of the Interior had approved our request on August 24 for 0.42 acre, under the Act of February 9, 1929, except 45 Stat. 1158. He will give us a written memorandum on this in case the approved document is not received and forwarded to us within the next week.

NOTED
U. S. P. & L.

EARL F. SALING
Right of Way Office Manager

EFS:ls

cc: Mr. G. S. Paxson

NOTED

RECEIVED
JUN 12 1962
FOR FILING

COMMISSIONERS
GLENN B. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 11, 1962

File 34511
Big Eddy-Celilo Section
Columbia River Highway

Mr. Merle E. Lietzke
Chief, Real Estate Division
U. S. Army Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Mr. Clifford Walstrom

Dear Sir:

The Highway Commission will take the deed for the strip of land, which they propose to convey to the Oregon Trunk Railway to widen their right of way at Celilo, with the condition that the Government may reserve access over the existing road or the revisions thereof.

If this is not sufficient authority for you to process the application immediately to Washington, D. C., please phone this office collect.

Very truly yours,

L. I. LINDAS, Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls

cc: Mr. G. S. Paxson

RECEIVED
JUN 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-183-X 20M 8-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

I-80N-3 (36) 16

6317

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 1, 1962

File 34511
Big Eddy-Celilo Section
Columbia River Highway

U. S. Army Engineer District, Portland
628 Pittock Block
Portland 5, Oregon

Attention: Mr. Merle E. Lietzke

Gentlemen:

In accordance with our phone conversation of a few days ago with Mr. Clifford Walstrom of your office, we have revised and enclose in quintuplicate our map and description for the additional right of way needed for the Oregon Trunk Railway at Celilo. This additional right of way is needed by the Oregon Trunk Railway because we are taking right of way from them on the northerly side of their present right of way for the relocated Columbia River Interstate Highway.

A print of our railroad encroachment map colored to show the exchange and encroachments was forwarded with our transmittal letter of April 24, 1962, a copy of which transmittal letter is attached for your information.

We request that the State be given fee title to the 25-foot strip totaling 1.45 acres in area, as described on the description and attached map. We, in turn, will deed this to the Railroad for their future use, perhaps as additional siding and right of way for their present line. The 1.45 acres, as now described and outlined on the map, includes the 0.45 acre we had requested by our letter of February 20. This letter and application are to cancel and supersede the previous request for a portion of this right of way.

Very truly yours,

L. I. LINDAS, Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls
Encs. Description & map,
in quintuplicate

cc: Mr. Glenn Paxson
Mr. Dean Swift
(With copy of map)

RECEIVED
MAY 2 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 20 1962
FOR FILING

April 20, 1962

Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

Re: Big Eddy-Celilo Section
Columbia River Highway

I am handing you herewith maps, cross sections, and descriptions showing encroachments upon your property in the vicinity of Celilo. I believe these will answer the questions raised by your letter of January 26 and will give you enough information to prepare the usual agreements between the State and the Railroad covering the project.

These do not take care of the right of way which was supposed to have been transferred under the agreement entered into in 1925. We are going ahead with the acquistion of the parcels covered by that agreement and expect to have title which can be transferred to you in accordance with the agreement in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

January 26, 1962

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engr.

Dear Sir:

We have reviewed your maps and descriptions of easements as well as cross section rolls for the relocation of the Oregon Trunk Railway at Celilo, Oregon, necessitated by the reconstruction of your Highway 30 in the immediate area, as outlined in your letter to me of January 23, 1962.

It is noted on your Drawing No. 8B-23-15 that the area shown in orange would be purchased from the Oregon Trunk Railway for use by the Highway Department. I would call your attention to an agreement dated October 31, 1925, between the Oregon Trunk Railway and the Oregon State Highway Commission in which the Oregon State Highway Department was to exchange certain lands to be acquired by them for land on the northerly side of the Railway right of way on which to place the old Highway 30. This exchange of land was completed in part but transfers of portions of the land to be conveyed by the State to the Railway have never been consummated. These are in Lot 3 Section 20 T2N R15EWM, and Lot 1 Section 20 T2N R15EWM.

RECEIVED
FEB 1 1962
OFFICE OF
STATE HIGHWAY ENGINEER

The terms of the agreement provide that the Railway Company will not convey the portion to be conveyed by them until the State has purchased and conveyed to the Railway Company these parcels. We are returning one of your prints colored in brown to show the parcels in question.

Due to the exchange of ownerships not being accomplished under the abovementioned agreement it is quite likely that the Oregon Trunk Railway will need additional right of way on the south side. Therefore, I am not in a position at this time to advise you whether we would sell you any property outright on the north side of the track. Previously I have requested that any right of way we would loose on the north side of the track be replaced by the purchase of additional right of way along the southerly right of way line of the Oregon Trunk Railway. I would appreciate your giving this further consideration at this time.

It is also noted on the drawing that from approximate Highway Station 46+50 to Highway Station 58+30 the construction easement is desired to within 7 ft. of the center line of our track. We will not be able to grant you an easement for construction purposes that will come closer than 12 ft. from center line of the track. Also it was noted that from Station 58+30 eastward to the end of our relocation project that you desire a construction easement for the full width of our present right of way. The Oregon Trunk Railway cannot grant such an easement. A construction easement will have to be limited to the immediate area of the subgrade to be constructed.

According to your drawing a roadway exists on our right of way in the vicinity of your Station 75+00. I am wondering what is planned for the relocation of this roadway after our new subgrade has been completed. In addition it was noted that the present crossing of our main line at approximate Highway Station 79+00 will be eliminated and a new crossing placed at approximate Highway Station 102+93. Inasmuch as the present crossing has never been protected by flashing light signals and the new crossing is an improvement

over the old one as to approaches to the track, the Oregon Trunk Railway will not assume any costs if the Highway Department must place flashing light signals at this crossing.

In reviewing your cross section rolls it is noted that the proposed new subgrade for the railroad is to be constructed to an 18 ft. width which is not our standard. These roadbed widths will have to be increased to 24 ft. and proper ditch lines placed to provide adequate drainage on either side of the track. At the present time we do not have a drainage problem in that area as the highway is quite a bit lower than the railroad.

At Highway Station 54+00 it is proposed to connect directly to the Railway's 24" pipe. This will make quite a run of pipe and could possibly cause us trouble in the future if it ever became plugged. I believe that some thought should be given to the construction of a manhole between the highway and the railway so that we would have access if this pipe had to be cleaned or repaired.

At Highway Station 84+00 it is proposed to put a drainage pipe under the new highway and cut down the present highway subgrade to carry water to this pipe. I believe it would be well if material was also removed from our present subgrade after we are on the new line so that this particular pipe could handle drainage off our right of way. Inasmuch as the Oregon Trunk Railway has future plans for placing an additional track at 15 ft. centers with the main line and will need borrow material to make this subgrade, we will not be in a position to grant the Highway Department borrow privileges on any of our right of way for your proposed construction work.

In previous correspondence and discussions with various persons in your department the problem of access to our railway bridge has been discussed. As it is necessary for our bridge operators to park their vehicles, I am wondering if the proposed parking area near our bridge is being constructed for this purpose.

Service road necessary to
Lake Road leading to existing
Bridge

I believe it would be well if we had further discussions on this entire project as there is some confusion in our minds as to the permanent encroachment lines as shown in red on your drawings. One other thing that comes to my mind at the present time is the clearance on the retaining wall near Highway Station 47+00 as the cross section rolls show this retaining wall to be at 12 ft. centers with the center of our main line, and your Mr. Ivan Merchant has agreed to place this wall at 15 ft. centers.

2-6-61 Merchant has done This

We would be glad to discuss all of these problems with you at some future date after you have reviewed the comments made in this letter.

Very truly yours

H F McCoy

Chief Engineer

HFM-o

RECEIVED
APR 26 1962
FOR FILING

April 25, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee
Portland 17, Oregon

Attention Mr. Tabor

Dear Sir:

Re: Big Eddy-Celilo Section
Columbia River Highway

A few days ago you asked that we make a revision in the grade line leading to the grade crossing of your tracks at Celilo by the access road leading to the Corps of Engineers park, in order that a level grade of 50 feet be provided just prior to crossing the track. We have made this revision by shortening up the vertical curve and have provided 50 feet of level grade. This revised grade line can be presented at the hearing as a modification of the original application.

Attached are four prints from a revised vicinity map showing this grade revision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSPtmm
attach.
cc Mr. Forrest Cooper
M . J. H. Hershberger

RECEIVED
APR 25 1962
FOR FILING

I-526-3 (2-)(6)
(Loc.) 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 24, 1962

SUBJECT: File 34511
Big Eddy-Celilo Section
Columbia River Highway
U. S. Army Engineers

To:
Mr. Frank Morgan
Construction Engineer
O F F I C E

Attention: Mr. Floyd Scott
Description Engineer

Mr. Paxson has advised that the State Highway wishes to convey an additional 25-foot strip to the Oregon Trunk Railway from the west boundary of the parcel now described under File 34511 to the south line of the relocated Columbia River Highway right of way, south of the structure and approximately south of Highway Engineer's Station LEB 44+50. Said 25-foot strip is to be 25 feet wide and parallel to the existing Oregon Trunk Railway. Please furnish the description.

As far as we can determine, the south boundary of The Dalles Dam reservation runs along the south line of Lots 3 and 4 of said Section 20.

EARL F. SALING
Right of Way Office Manager

EFS:ls

cc: Mr. G. S. Paxson

RECEIVED
APR 24 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1962

To:

SUBJECT: File 34511
Big Eddy-Celilo Section
Columbia River Highway
U. S. Army Engineers

MEMORANDUM TO FILE:

Mr. Cliff Walstrom of the Army Engineers phoned me on April 19, inquiring as to whether their proposed quitclaim deed on the 25-foot wide strip needed by the Highway Commission to convey to the Oregon Trunk Railway would be satisfactory. Their quitclaim deed would be substantially the same as the one they signed for the disposal area at Bonneville on June 8, 1960, under File 29572.

The deed would carry a nominal consideration of $50 to $100. He wished to expedite the form to Washington, D. C., and show that it was tentatively approved by someone in this department. I told him to go ahead and forward it to Washington, D. C., as the State Highway Commission wishes to expedite the return of the executed instrument. He stated that if the State Highway Department vigorously objected they could probably cut the price to $1, but thought the price of $100 would expedite the transaction and secure quicker approval in Washington.

EARL F. SALING
Right of Way Office Manager

EFS:ls

cc: Mr. G. S. Paxson

4-23-62
Saling is To include additional area To Trade to FP&S for equal area we are letting you F.P. AHP

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APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 23 1962
FORM E-30 50M 3-61 34397

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1962

SUBJECT: 34003 - O. W. R. & N. Company
34399 - Oregon Trunk R. R.
Big Eddy - Celilo Section
Columbia River Highway
Wasco County

To: Mr. G. S. Paxson
Deputy Highway Engineer
Office

Attached are 4 copies of revised descriptions, dated April 11, 1962, 4 prints of encroachment map 8B-23-15, revised April 1962, 4 prints of plan sheets 4, 9, 11 and 12 (showing haul road crossings), revised April 1962 and 4 prints each of 5 rolls of cross-sections, revised April 1962 concerning easements and encroachments required from the O. W. R. & N. Company which supersede the material submitted on Jan. 22, 1962.

Also attached are 4 copies of descriptions, dated April 11, 1962, 4 prints of encroachment map 8B-23-15, revised April 1962 and 4 prints each of 5 rolls of cross-sections, revised April 1962 concerning easements and encroachments required from the Oregon Trunk Railroad, which supersede the material previously submitted.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach

FOS:lw

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 12, 1962

(File Ref. D 315 - 2 - 104)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem 10, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Kindly refer to our letter of February 21 concerning proposed reconstruction of the Big Eddy-Celilo Section of Columbia River Highway.

In order that we may be in position to handle for preparation of an agreement covering this project, will you please advise whether you concur with our comments concerning your drawings and descriptions covering this project. Also, will you please furnish us descriptions and extra prints requested in our letter.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
APR 13 1962
OREGON
STATE HIGHWAY COMMISSION

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 21, 1962

(File Ref. D 315 - 2 - 104)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Please refer to your letter of January 23 and subsequent conversations between your offices and Mr. Tabor of my office, concerning reconstruction of the Big Eddy - Celilo Section of Columbia River Highway.

Herewith for your information and use is transparency of Railroad's C. E. Drawing No. 81315, showing existing Railroad alignment and stationing from The Dalles through Rufus. Also enclosed find one print of your Drawing No. 8B-23-15, last revised January 1962, and one print each of Sheets Nos. 4, 9, 11 and 12 from your plans showing the easements and encroachments required for your proposed highway construction.

S.J.C.

As stated in Mr. Tabor's conversations with your offices, our examination of your drawings and descriptions delivered to this office regarding the Big Eddy - Celilo Section developed that you have evidently used Railroad Engineering Stationing which was obtained from construction maps used during relocation of our tracks by the U. S. Army Engineers in connection with The Dalles Dam project. We have indicated in red pencil on your prints, corrections to the Railroad Stationing affecting the various parcels of Railroad property.

Considering the parcels as enumerated in your descriptions, would like to point out the following:

Parcel No. 1 - Easement for "5 Mile" overcrossing structure at Railroad M. P. 89.33. Our existing alignment data as given on our C. E. Drawing No. 81315 agrees with that used by you. Railroad's Engineering Stationing at center line intersection is changed but does not affect location of structure with respect to railroad.

Parcels Nos. 2 and 3 - Easements for slopes and retaining wall vicinity "5 Mile" Overcrossing. The change in Railroad Engineering Stationing is 1.19 feet. This is minor and as indicated by the limits of construction on your Drawing No. 8B-23-15 the Railroad Stationing may be retained. However, we have not received cross-sections of your slopes in this area to verify this.

Parcel No. 4 - Easement for slope encroachment near Railroad's Mile Post 94. Your Railroad Engineering Stationing used at the easterly and westerly limits of this encroachment will not change.

Parcel No. 5 - Easement for Oregon Trunk Junction overcrossing structure at Railroad's M. P. 95.13. Railroad Stationing on center line intersection of structure and main line tracks is changed but Railroad Stationing on center line intersection of structure and connecting track to Oregon Trunk Railway remains unchanged. This does not affect location of structure with respect to tracks as alignment data used by you agrees with our existing alignment data.

Parcels Nos. 6 and 7 - Easements for slopes and retaining wall vicinity Railroad's M. P. 96. You will note that the existing alignment data on our tracks is slightly different than that used by your office and that our Engineering Stationing differs by approximately 13 feet in this

Parcel No. 1 - Easement for "5 Mile" overcrossing structure at Railroad M. P. 89.33. Our existing alignment data as given on our C. E. Drawing No. 81315 agrees with that used by you. Railroad's Engineering Stationing at center line intersection is changed but does not affect location of structure with respect to railroad.

Parcels Nos. 2 and 3 - Easements for slopes and retaining wall vicinity "5 Mile" Overcrossing. The change in Railroad Engineering Stationing is 1.19 feet. This is minor and as indicated by the limits of construction on your Drawing No. 8B-23-15 the Railroad Stationing may be retained. However, we have not received cross-sections of your slopes in this area to verify this.

Parcel No. 4 - Easement for slope encroachment near Railroad's Mile Post 94. Your Railroad Engineering Stationing used at the easterly and westerly limits of this encroachment will not change.

Parcel No. 5 - Easement for Oregon Trunk Junction overcrossing structure at Railroad's M. P. 95.13. Railroad Stationing on center line intersection of structure and main line tracks is changed but Railroad Stationing on center line intersection of structure and connecting track to Oregon Trunk Railway remains unchanged. This does not affect location of structure with respect to tracks as alignment data used by you agrees with our existing alignment data.

Parcels Nos. 6 and 7 - Easements for slopes and retaining wall vicinity Railroad's M. P. 96. You will note that the existing alignment data on our tracks is slightly different than that used by your office and that our Engineering Stationing differs by approximately 13 feet in this

Parcels Nos. 6 and 7 (cont'd.)
area, except at changes in width in our right-of-way opposite the curve points the stationing is the same as you show. These changes in width of right-of-way will then shift approximately 13 feet towards the west with respect to your highway. However, from examination of your cross-sections, it appears that it will be satisfactory to retain the stationing you have set on the limits for these Parcels with the exception that the location in our right-of-way opposite the P.C.C. and P.T. at easterly end 1° 10' curve left will be corrected to agree with our existing stationing.

Parcel No. 8 - Easement for relocated Celilo grade crossing at Railroad's M. P. 96.59. The alignment data used by you agrees with our existing alignment data except that Railroad Stationing is changed which will not affect location of crossing with respect to our tracks.

Parcel No. 9 - Easement for relocated East Celilo Overcrossing structure at Railroad's M. P. 96.91. Comment regarding Parcel No. 8 applies to this Parcel.

Parcel No. 10 - Easement for retaining wall and slopes at easterly end of East Celilo Overcrossing. The change in Railroad Stationing is 5.73 feet. As indicated by the limits of construction on your Drawing No. 8B-23-15 the even Railroad Stationing may be retained. However, we have not received cross-sections of your slopes in this area to verify this.

Parcel No. 11 - Easement for retaining wall and slopes at westerly end of East Celilo Overcrossing. We will need a new description for this Parcel to conform with placing retaining wall 22 feet from center line of our Eastbound track rather than 12 feet as indi-

Parcel No. 11 (cont'd.)
cated on your Drawing No. 8B-23-15.

Parcel No. 12 - Temporary construction easement for retaining wall at easterly end of "5 Mile" Overcrossing. Our comments relative to Parcels Nos. 2 and 3 apply.

Parcel No. 13 - Temporary construction easement for equipment underpass at Dune, Railroad M. P. 91.84. Railroad Stationing on this structure will change which will not affect location of structure with respect to our tracks.

Parcel No. 14 - Temporary construction easement for retaining wall vicinity Railroad M. P. 96. Our comments regarding Parcels Nos. 6 and 7 apply.

Parcel No. 15 - Temporary construction easement for access road at Celilo. Our comments regarding Parcels Nos. 6 and 7 apply.

Parcel No. 16 - Temporary construction easement for grade crossing at Celilo, Railroad M. P. 96.59. Our comment regarding Parcel No. 8 applies.

Parcel No. 17 - Temporary construction easement for retaining wall at westerly end of East Celilo Overcrossing. Our comment regarding Parcel No. 11 applies.

Parcel No. 18 - Temporary construction easement for retaining wall easterly end of East Celilo Overcrossing. Our comments regarding Parcel No. 10 apply.

Parcels Nos. 19, 20, 21 and 22 - Temporary easements for haul road structures and grade crossing. These are indicated on Sheets Nos. 4, 9, 11 and 12 of your plans. Our Railroad alignment is not shown on these prints, however we assume that you have used Railroad alignment data and stationing ob-

Parcels Nos. 19, 20, 21 and 22 (cont'd.)
tained from construction maps used during The Dalles Dam relocation project. If this be the case, by using the even stationing submitted by you, the location of these crossings will change from 1.19 feet to 6.62 feet. We believe that it will be satisfactory to retain the even stationing and correct the descriptions accordingly.

Would appreciate your examining the above comments together with the attached prints and railroad map, and advise accordingly. If you concur with our comments and will furnish us new descriptions for Parcels Nos. 10 and 18, we will then be in a position to handle for preparation of agreement to cover your proposed construction between Big Eddy and Celilo.

Also, will you please favor us with three extra prints of your Drawing No. 8B-23-15 and Sheets Nos. 4, 9, 11 and 12 of your plans showing temporary haul road crossings.

Yours very truly,

G. H. Baker,
Superintendent

encs.

Noted
①

NOTED
G. C. WILLS

RECEIVED
FEB 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 11, 1962

File 34512
Big Eddy-Celilo Section
Columbia River Highway

Bureau of Indian Affairs
Portland Area Office
P. O. Box 4097
Portland, Oregon

Attention: Mr. C. R. Saube

Gentlemen:

Attached in triplicate is a description for three parcels in connection with the State's revision of the Columbia River Highway at the Celilo Indian Village. Parcel 1 is a 0.42 acre parcel, for which we forwarded you descriptions on February 21, 1962. You replied with questions as to whether the pump house was outside of the railroad right of way and as to the ending or deletion of a portion of the Celilo Indian Village sewer line.

Parcel 1 on the attached section of our right of way map 8B-20-15 is colored in red. Parcels 2 & 3 colored in yellow are temporary easements for the revision of the Celilo Indian Village access road. It is proposed to make the new crossing of the Oregon Trunk Railway as shown on Parcel 2 and revise the roadway off the railroad right of way southerly of Highway Station 75. We will need a temporary permit from the Bureau of Indian Affairs to accomplish this work if the same meets with the approval of your department. The schedule now calls for the accomplishment of this work sometime in 1963 or 1964. However, we would like to proceed with the acquisition of the 0.42 acre so that fee title can be granted to the railroad.

One of the engineers in the Salem Office made an inspection of the grounds since your last letter and measured the location of the pump house, finding it to be approximately 78 feet from the center line of the existing Oregon Trunk Railway. The northerly railway line on the map is the existing Oregon Trunk Railway, and the southerly line is the revision as proposed by the State Highway Commission.

Ordinarily, on these transactions, the State does the grading under an agreement with the railroad, and the railroad lays the ballast, ties and rails. The Indian Village, of course, would have the access constructed before the present access and crossing would be eliminated.

We have again reviewed your letter of February 27, 1962, and wish to assure you that the pump house, as stated above, is outside of the right of way

required, being approximately opposite Station 1693 on the highway center line. The present plans do not contemplate any interference with the water or sewer lines, which lines will be permitted to function without interference from the proposed track relocation. However, if it is later found necessary, the State will make such changes as the Indian Service finds necessary due to the highway and railroad relocation.

If additional information, maps, or descriptions are necessary in order to declare the 0.42 acre parcel in question as surplus, please advise. You may call collect if it will expedite this transaction.

Very truly yours,

L. I. LINDAS, Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls
Encs. Description in triplicate
& copy of map

cc: Mr. G. S. Paxson

RECEIVED
MAR 21 1962
FOR FILES

FORM E-20 REV. 11-61 40230

I. &N. (34)
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1962

SUBJECT: File 34512
Big Eddy-Celilo Section
Columbia River Highway
U. S. A. (Indian Affairs)

To:
Mr. G. S. Paxson
Deputy State Highway Engineer
O F F I C E

Since the Indian Service's inquiry of March 7, L. T. Drake, who works under George Wills in the Construction Department, has been trying to prepare a map for us showing the location of the Celilo Indian Village pump house and the Celilo Boat Railroad right of way line. On Thursday, March 15, 1962, he made a personal inspection on the grounds and measured the location of the pump house, platting it approximately 78 feet from the center line of the existing Oregon Trunk Railway track. He found no ties, at that time, to the Boat Railroad right of way line. We are assuming that the State's maps now in existence show the Boat Railroad right of way correctly. The map Mr. Drake is preparing for us, showing the location of the pump house, will not make any change in the original right of way map as returned from the Oregon Trunk Railway, other than showing the location of the pump house outside of the right of way the State requests.

As soon as this information is received, we hope early this week, we will forward the same to the Bureau of Indian Affairs.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

EFS:ls

RECEIVED
MAR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
MAR 20 1962

FOR FILES

FORM E-20 REV. 11-61 40830

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1962

SUBJECT: File 34512
Big Eddy-Celilo Section
Columbia River Highway
U. S. A. (Indian Affairs)

To:
Mr. G. S. Paxson
Deputy State Highway Engineer
O F F I C E

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As soon as this information is received, we hope early this week, we will forward the same to the Bureau of Indian Affairs.

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

EFS:ls

RECEIVED
MAR 20 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
FEB 14 1962
FOR FILING

FORM E-30X—50M—6-61—

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1962

SUBJECT:

To:
Mr. Frank Morgan
Construction Engineer
O F F I C E

Attention: Mr. Floyd Scott
Description Engineer

Attached is Mr. Paxson's railroad encroachment map No. 8B-23-15, on which the Oregon Trunk Railway has outlined in brown three parcels of property that have not been conveyed under the agreement of October 31, 1925.

Mr. Paxson asks that the State acquire the right of way south of the Oregon Trunk Railway line outlined in brown, in Lots 1 and probably 2, and in Lot 3, Section 20, Township 2 North, Range 15 East, in order to complete the 1925 transaction so that he will be able to negotiate for additional right of way needed from the Railroad Company on the north side of the Oregon Trunk Railway through Section 20.

The U. S. Army Engineers advise us that the Army, under The Dalles Dam, owns said Lot 3 and would consider our request for fee title to the additional right of way needed for the railroad if we would submit a description and map. They say they prefer a metes and bounds description. One of our maps with the property outlined thereon would be sufficient, as the Government does not require a tracing in this instance. The property south of the Oregon Trunk Railway in Lots 1 and possible Lot 2 of said Section 20 is part of the old U. S. Boat Railway right of way, which was transferred to the Department of the Interior on February 9, 1929. This is now under the jurisdiction of the Department of Indian Affairs. They advise us they will need a metes and bounds description. They are not sure what kind of map or tracing they will require.

Can you prepare a metes and bounds description for us so that we may proceed with due dispatch after the lapse of thirty-six years.

EFS:ls
Attach: Map 8B-23-15

cc: Mr. G. S. Paxson

EARL F. SALING
Right of Way Office Manager

RECEIVED
FEB 14 1962
FORM E-20X—20M—8-61—16883
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1962

SUBJECT:

To:
Mr. Frank Morgan
Construction Engineer
O F F I C E

Attention: Mr. Floyd Scott
Description Engineer

Attached is Mr. Paxson's railroad encroachment map No. 8B-23-15, on which the Oregon Trunk Railway has outlined in brown three parcels of property that have not been conveyed under the agreement of October 31, 1925.

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Can you prepare a metes and bounds description for us so that we may proceed with due dispatch after the lapse of thirty-six years.

EFS:ls
Attach: Map 8B-23-15

cc: Mr. G. S. Paxson

EARL F. SALING
Right of Way Office Manager

RECEIVED
JAN 25 1962
FOR FILING

January 23, 1962

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 No. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Under date of January 4 you wrote us concerning additional information necessary on the Big Eddy-Celilo Section of US30 in Wasco County. We have assembled these data and Mr. Stuart Couper of our Engineering Department will deliver them to Mr. Tabor's office tomorrow, January 24.

I believe it would be advisable for Mr. Couper to go over the exhibits in detail with Mr. Tabor so that we may be assured that you have all the information necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms

cc Mr. Forrest Cooper
Mr. Stuart Couper

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

JANUARY 4, 1962

(File Ref. D 315 - 2 - 104)

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Deputy State Highway Engineer

Dear Sir:

Big Eddy - Celilo Section
Columbia River Highway

With your letter of October 25, 1962, you furnished descriptions covering your proposed Five Mile overcrossing of our tracks (Railroad Mile Post 89.33), the proposed access road to our right-of-way at Dune (Railroad Mile Post 91.84), encroachment on our right-of-way between Railroad Stations 2890 and 2900 and your proposed haul road crossings between Big Eddy and Oregon Trunk Junction.

We plan to include in the Railroad-State agreement, all your proposed highway reconstruction work between Big Eddy and East Celilo. To accomplish this, we need descriptions covering your proposed overcrossing of our tracks at Oregon Trunk Junction (Railroad Mile Post 95.13), your proposed retaining wall and encroachments at Celilo (vicinity Railroad Mile Post 96) and your proposed overcrossing of our tracks at East Celilo (Railroad Mile Post 96.91). Also, we have been advised that you propose to relocate existing grade crossing at Celilo (Railroad Mile Post 96.31).

Except for one advanced set of your preliminary plans in connection with your revised location of overcrossing at East Celilo, furnished by Mr. Merchant, we have not received customary sets of plans for our review. Also, we have not received plans for your proposed retaining wall, vicinity Railroad Mile Post 96.

copy to Mr. Merchant 1-5-62 P.T.

#2 - Mr. Forrest Cooper January 4, 1962

Will you kindly furnish these descriptions and plans in order that we may begin preparation of agreement? Also, will you please furnish information regarding your proposed relocation of road crossing at Celilo?

Very truly yours,

G. H. Baker,
Superintendent

RECEIVED
JAN 5 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 19 1961
FOR FILING

I-80N-B
1
C-21

Salem, Oregon
June 19, 1961

Celilo Section
Columbia River Highway
Wasco County

Mr. Tom Edwards

A few days ago you gave me a map of our interstate highway through the Celilo Indian Village showing a relocation of the Oregon Trunk Railway further to the south which would require a very considerable taking of land through the Indian Village. I have conferred with the Indian Service in Portland, and it appears that this property is held by the Federal Government in trust for the Yakima, Umatilla and Warm Springs tribes. While it is probably not impossible to obtain the right of way from the Indian Service, it would necessitate dealing with each of these tribes and would undoubtedly delay the project for a considerable period.

I have talked to both the Union Pacific Railroad Company and the S. P. & S., and there is a possible chance we might get through the area without obtaining right of way from the Indian Service. The Union Pacific has stated that they would allow encroachment on their right of way up to 15 feet from the center line of the southerly track, provided that their telegraph lines are not on the southerly side of the track. If they are, some additional distance would be needed. The S. P. & S. will accept a right-of-way width of 50 feet from the center line of their relocated track, which would provide room for the second track and a considerable distance outside this track. I believe that if we find it impossible to provide this much, I can talk them down to 40 feet from the center line of the relocated track. It may be that with the use of some retaining walls we could get by without acquiring land from the Indian Service.

While talking to the Indian Service, they showed me a letter from some lady to Secretary of the Interior Udall protesting the building of the highway close to the Indian Village. Udall had sent this on to the local office of the Indian Service asking for comment. I do not believe that the matter is too serious.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
JUN 19 1961
FOR FILING
I-80N-3(2) 66
36-MPT&M
6217
Mp 23/17 (The Dalles Dam -
Oregon State Highway Dept.,
Big Eddy-Celilo Section)

16 June 1961

State of Oregon
State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Earl F. Saling,
Right of Way Office Manager

Gentlemen:

This will acknowledge receipt of Mr. Paxson's recent letter regarding the possibility of providing a frontage road connection through the Celilo Park area to the existing dike road, for railroad access purposes.

It would appear that the suggested, or alternate, road will be required by this office as a means of access to the existing pumping plants for maintenance purposes. However, no commitments can be made on this matter until complete plans covering your highway relocation and access requirements in this area are submitted for review.

Upon completion of review of the construction plans covering the Big Eddy-Celilo section of the Columbia River Highway, we will be pleased to provide additional information on this matter.

Very truly yours,

MERLE E. LIETZKE
Chief, Real Estate Division

RECEIVED
MAY 31 1961
FOR FILING

May 31, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Big Eddy-Celilo Section
Columbia River Highway

Dear Sir:

The reconstruction of the Columbia River Highway to interstate highway standards in the vicinity of the Spokane, Portland & Seattle Railway bridge over the Columbia River presents a problem in giving access to railroad right of way. I am enclosing herewith a print from a drawing entitled "Exhibit Map, Celilo Area, Showing Proposed Frontage Road Connection to Existing Dike Road for R.R. Access", dated May 15, 1961.

To provide access to the railroad, we propose to construct a frontage road leading from the Celilo Interchange westerly to a connection with the existing road on top of the dike northerly of the railroad right of way. I understand that you are now constructing a portion of this road from the Celilo Interchange down to a boat launching ramp, and the section which we would propose would lie westerly of your construction.

We would appreciate your consideration of two requests: first, that we be given a permit to build the frontage road on your property from the boat launching ramp westerly approximately 1900 feet to the connection with the dike road; and second, that you give a permit to the Union Pacific Railroad Company for the use of the dike road as access to their right of way in that area. The dike road would also provide access to the two pumping plants near the Spokane, Portland & Seattle Railway bridge.

At the Celilo Interchange, there is a grade crossing of the Union Pacific tracks leading to your pumping plant, and I presume that the establishment of this grade crossing has already been

covered by some agreement between yourselves and the Union Pacific Railroad Company. If this is the case, the extension of the service road and its use by the railroad company would not require any further action on our part.

I would appreciate your advice in the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

Attach.

CSP:ae

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. Walter T. Wright

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 15, 1961

(Ref. File: D 315 - 2 -104)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of May 3 concerning access to Railroad's tracks easterly from Fifteenmile Creek by an underpass of the new Freeway bridge near The Dalles:

Access as proposed at this location will be satisfactory to the Railroad Company. Also the proposed access facilities at Oregon Trunk Junction (Celilo Interchange), Dune and service road connection off Toll Bridge Road at The Dalles are as previously proposed by you, satisfactory.

Agreement which is now being prepared to cover easements and construction for section of highway between the Toll Bridge Road and Big Eddy, will include provision for access road off Toll Bridge Road and for access easterly of Fifteenmile Creek.

The access facilities at Oregon Trunk Junction and Dune will be included in agreement to be made at a later date for the overcrossings at Railroad's Mile Posts 89.33 and 95.13, section between Big Eddy and Celilo.

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

RECEIVED
MAY 18 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
STATE HIGHWAY ENGINEER



FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1961

To: Mr. G. S. Paxson
O F F I C E

SUBJECT: Seufert Access Road
The Dalles-Big Eddy Section
Columbia River Highway

Attached is a copy of a teletype from Carl Williams, D.M.S. at The Dalles, regarding our request to Wasco County to designate this road as a county road.

I have discussed this matter with Mr. Hill Young and he will have the resident engineer on this project contact Mr. Jeff Wilson, Wasco County Engineer, regarding the centerline description.

I also again discussed this matter with Judge Hunt and he said he would contact Mr. Listzke for the Corps of Engineers' permission for this action on May 29 so it appears that this matter is proceeding satisfactorily.

C. G. Swenson
County & City Relations Engineer

CGS:mm
Att.

cc: Mr. L. H. Young

RECEIVED
MAY 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 24, 1961

Hon. James A. Hunt
Wasco County Judge
Courthouse
The Dalles, Oregon

Dear Judge Hunt:

This is in regard to the road between the The Dalles Bridge Access Road and the old Seufert Cannery site which I discussed with you by telephone. This road is shown colored in orange and green on the attached map.

As you know, the section of the road shown colored in orange is presently under construction and the agreement between Wasco County and the State sets forth that upon completion of this project Wasco County will assume jurisdiction and maintenance over this section of road.

It is our understanding that the portion of the road shown colored in green has the status of an access road which, at least in part, is an access to Government-owned facilities.

This letter is to respectfully request the Wasco County Court to consider adoption of a resolution designating this road, both the portion shown colored in orange and the portion shown colored in green, as a county road thus giving this road a permanent status of a public road. If this proposal is satisfactory with the Court it would be necessary for you to receive permission from the Corps of Engineers for this action; however, it is felt that this would present no problem as we have a letter from Mr. Merle E. Lietzke, Chief of Real Estate Division of the Corps, which indicates that such a request would be looked on with favor.

Should the Court favor this proposal, we would be pleased to furnish the County with a centerline description of the road or any other data we could furnish which might be required for this resolution.

Your earliest consideration of this matter would be greatly appreciated.

RECEIVED
MAY 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

W. C. Williams
State Highway Engineer
Original signed
C. G. Swenson

By: C. G. Swenson
County and City Relations Engineer

cc: G. S. Paxson
CGS:mm
Att.

RECEIVED
MAY 2 1961
FOR FILING
I-84N-3(36)86
36-NPPRM
6 1 1

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

RECEIVED

12 May 1961

NPP 285/17 (The Dalles Dam -
Oregon State Highway Dept.,
The Dalles-Big Eddy Section)

State of Oregon
State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Earl F. Saling
Right of Way Office Manager

Gentlemen:

Reference is made to Mr. Paxson's letter of 10 May 1961 regarding possible use of the former Union Pacific Railroad grade through the Seufert Cannery area for access road purposes.

As Mr. Paxson was advised, the former Union Pacific Railroad right of way is now federally owned property under the jurisdiction of this District. Use of the abandoned railroad grade for either public or private access purposes must be accomplished through instruments issued by this office.

Accordingly, upon receipt of proper application by either your office or Wasco County, consideration will be given to the request.

Very truly yours,

MERLE E. LIETZKE
Chief, Real Estate Division

NOTED
G. S. PAXSON

RECEIVED
MAY. 10 1961
FOR FILING

I-80N-

May 10, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Attention: Merle E. Lietzke
Chief, Real Estate Division

Dear Sir:

Reference is made to your letter of May 4 concerning the access road from the The Dalles Toll Bridge Interchange easterly. Following out our conference of yesterday, I am taking the matter up with the County Court of Wasco County and asking them to accept jurisdiction of the road from the The Dalles Toll Bridge Interchange easterly to but not including Fifteenmile Creek. If they will consent to this, I will then ask for a permit from you for railroad maintenance equipment and personnel to cross from this road to the railroad right of way.

Should Wasco County be unwilling to make this road a county road, I will then request you to issue a permit to the Union Pacific Railroad Company so that their maintenance vehicles can use the existing road as access to their right of way for maintenance purposes.

As soon as I hear from Wasco County, I will advise you further.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ss

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. C. G. Swenson

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

36-NPPRM

4 May 1961

NPP 285/17 (The Dalles Dam -
Oregon State Highway Dept.,
The Dalles-Big Eddy Section)

State of Oregon
State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. G. S. Paxson
Assistant State Highway Engineer

Gentlemen:

This will confirm Mr. Walstrom's telephone discussion with Mr. Saling of your office on 1 May 1961 concerning your letter of 26 April 1961 requesting information regarding possible use of the Government-owned Fifteen Mile Creek Bridge and service road as a means of access for the Union Pacific Company to service their railroad facilities in this area.

Your attention is invited to the fact that the service road leading easterly from The Dalles Toll Bridge Interchange, as presently under construction, is a replacement of access to Government-owned facilities, and the existing road leading easterly therefrom has developed from use of the old railroad grade, and is not a county road. However, you may be assured that amicable arrangements can be made to provide either for public use of this road through appropriate county or state agencies, or to allow access for railroad maintenance purposes through your department.

If you will advise of your requirements in this matter, appropriate action will be taken to process your request.

Very truly yours,

Merle E. Lietzke

MERLE E. LIETZKE
Chief, Real Estate Division

RECEIVED
MAY 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1961
FOR FILING

April 26, 1961

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Big Eddy-Celilo Section
US30

Dear Sir:

In planning our reconstruction of the Columbia River Highway (US30) east of The Dalles, we are having considerable difficulty in arranging for the access for the Railroad Company's maintenance crews to their tracks as under the rules for the Interstate Highway we cannot allow direct access.

Under the project, we are constructing a service road leading from The Dalles Toll Bridge Interchange easterly to connect with an existing county road that extends as far as Fifteenmile Creek. You are now using the old Fifteenmile Creek railroad bridge as a connection to the service road leading easterly from Fifteenmile Creek.

I understand that title to this bridge is with the Corps of Engineers. I would appreciate advice from you as to whether a permit could be granted to the Union Pacific Railroad Company to use this bridge and the service road leading easterly from Fifteenmile Creek as an access road to its right of way. If this could be done, it would greatly simplify our problems in this reconstruction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
cc Mr. W. C. Williams
Mr. Tom Edwards

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 21, 1961

Ref. File: D 315 - 2 - 104

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of April 19th concerning access to Railroad's tracks in the vicinity of M.P. 87.61 east of The Dalles in connection with relocation of Columbia River Highway on the Big Eddy - Celilo Section:

Information on the proposed access facilities at Oregon Trunk Junction (Celilo Interchange), Dune and off Toll Bridge Road, The Dalles, has been forwarded to our Management for consideration. However, with the accesses as proposed, the only means of getting to railroad facilities between Fifteen-mile Creek and Dune would be through the structure you propose to install under existing highway at Dune, which is a distance of over 7 miles from the bridge at Fifteen-mile Creek. In view of this the Railroad would appreciate if you would investigate the matter further and advise if an access cannot be provided to railroad facilities easterly of Railroad's Bridge 87.48 (Fifteen-mile Creek), which could possibly be provided by securing and furnishing to the Railroad a Permit from U. S. Engineers for use of old Railroad bridge and roadway in the vicinity of Fifteen-mile Creek or by means of some other access.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
APR 24 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 19 1961
FOR FILE

April 19, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Big Eddy-Celilo Section

Dear Sir:

Reference is made to your letter of March 30 concerning access to your tracks near Railroad M.P. 87.61 east of The Dalles.

I am sending you herewith four copies of prints from Sheets Nos. 1, 3 and 4 of the plans for the The Dalles-Big Eddy Section. Sheet No. 1 shows the general layout of the highway and service roads in this area. You will note that we are constructing a connection between the county road leading to the The Dalles Bridge over the Columbia River and the existing county road leading easterly to the old Seufert Cannery at Fifteenmile Creek. This will provide you access to the section of your railroad lying easterly from the proposed overcrossing of your tracks between Fifteenmile Creek and the The Dalles Bridge Interchange. The details of this service road connection are shown on Sheets Nos. 3 and 4 of the plans for the section, designated as the "ACC" Line. I believe that this arrangement will satisfy your needs for access in that area.

In my letter of March 20, I gave you information on proposed access at your M.P. 94.75 and at Dune. Your letter of March 30 did not comment on these two access points, and I presume our proposal was satisfactory.

Please advise as to this arrangement at your M.P. 87.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

gsp:ae

cc to: Mr. W. C. Williams

RECEIVED
APR
FOR FILING

SPOKANE PORTLAND AND SEATTLE RAILWAY COMPANY

PORTLAND TRACTION COMPANY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND 7, OREGON
April 14, 1961

13,9 Eddy - Celilo

Mr. Iran Merchant
Bridge Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 5, 1961, relative to the Reconstruction of the Celilo-Rufus Section of the Columbia River Highway to interstate highway standards, which requires an overcrossing of the Oregon Trunk Railway immediately south of our Celilo bridge across the Columbia River; also, to your Drawing #6 4. (which is the vicinity map for the proposed overcrossing structure), and to your map of the Columbia River Highway from The Dalles to Rufus.

After careful consideration of this entire matter, I would like to say that it will be necessary to have clearances on your overpass as follows:

(1) On the river side, which would be the inside of our 7°30' curve, we would need a clearance of not less than 12 ft. from the center of main line to the face of the nearest column.

(2) On the south side, which would be on the outside of this curve, we would require room for the placement of an additional track at 15 ft. centers with the main line plus 12 ft. from the center line of the proposed track to the face of the nearest column.

Copy to GS Rayburn
Copy to Wallpher

NOTICE

(3) the vertical clearance is to be 24 ft. from top of high rail to the extreme low edge of the overpass.

24' from top of rail to bottom

As you are well aware the Great Northern, Northern Pacific, Burlington, and S.P.& S. Railways are in the process of effecting a merger. If the I.C.C. approves such a merger the traffic over the Oregon Trunk Railway will be greatly increased and it would become necessary to provide an additional siding on the south side of our main line immediately off of the end of the Celilo Bridge. Such sidings are quite important at a terminal such as Wishram. Therefore, your clearances for spanning the tracks should provide for this possibility.

The block signals, communication lines and other facilities are correctly located on your Drawing #16341. I note on this drawing that it is proposed to place a retaining wall on the river side of our track east of the block signal immediately ahead of the Oregon Trunk turnout. The height of your proposed retaining wall will obstruct the vision of approaching trains to this switch and some method must be worked out so that the vision for this signal is not impaired.

It is noted on your 1" - 400' map that you propose a relocation of our main line approximately 1/2 mile east of the Oregon Trunk turnout so as to provide the necessary room between our track and the Union Pacific Railroad for your four lane highway. The proposed relocation of this section of track does not meet with my approval as the print indicates that it will be necessary to make use of reverse curvature on either end of the proposed relocation in order to get the track out some 30 ft. The use of additional curvature, and especially reverse curvature, creates greater resistance to the operation of trains over a line of railroad.

At the present time the Celilo Bridge is on an ascending 0.5% grade coming out of Wishram terminal, and immediately off of the bridge we go into 0.3% compensated grade, and near our MP 2 we hit an ascending grade of 0.6%. The heavy tonnage trains leaving the Wishram terminal attempt

to get up as much speed as possible by the time they hit the 0.6% grade near MP 2. Therefore, it will be necessary to provide the Oregon Trunk Railway with a relocation that will not increase the number of curves or the degree of curvature. I have taken the liberty of indicating in red on our own alignment map a suggested relocation if the Oregon State Highway Department deems such a relocation absolutely necessary. I would also like to call your attention to the fact the relocation that I have outlined in red would give additional clearance in the area where you contemplate the installation of the high retaining wall and the fill slopes off of the east end of your overpass.

I note on the 1" - 400' map that a relocation of the connection with the Union Pacific Railroad is proposed. I doubt that they will be desirous of running through a reverse curve layout such as you indicate on the map. It might be well if some thought was given to throwing the long tangent of our connecting track so that the upper end near the junction switch with the Oregon Trunk Railway was farther south. At the same time this could possibly help you in the location of your overhead columns in that the angle with the connecting track would be sharper.

The reason I am not asking for additional width under your overpass for the use of off-track equipment is that this overpass will be situated so close to the end of our Celilo Bridge that off-track equipment could not well be worked in this short distance. If it is definitely decided that a portion of our railroad will have to be relocated, we will have to have the same amount of right of way on the south side of the relocated line as we now have on the present line. One other thing that should not be overlooked in your planning in this vicinity is the construction of an access road to permit our drawbridge operators to reach the Celilo Bridge from the Oregon side, and also allow us to bring in off-track maintenance of way equipment on a truck. At present we have access alongside the existing track to our bridge as well as the remainder of our right of way.

I will be looking forward to seeing your structure layout when you have completed same and will be most happy to work with your men on the relocation of our track in that particular vicinity.

Very truly yours

Chief Engineer

HFM-c
Att.

RECEIVED
APR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MARCH 30, 1961

(File Ref. D 315 - 2 - 104)

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of March 20 relative to relocation and reconstruction of Columbia River Highway on Big Eddy - Celilo Section:

In your letter you advised that it is physically impracticable to provide access to the railroad M.P. 89 account difference in elevation of highway and railroad.

At the present time we have an access to our right-of-way at Railroad's M.P. 87.61 which is the location of temporary haul road crossing for State's Contractor working on The Dalles - Big Eddy Section of highway reconstruction. It is noted that the plans on The Dalles - Big Eddy Section of highway construction do not indicate construction of an access to the railroad at this location.

Inasmuch as we now have access at this location, it should be continued with the new highway. Will you please advise?

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
APR 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 3 1961
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1961
FOR FILING

March 20, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Big Eddy-Celilo Section
Columbia River Highway

Attention: Mr. Didier

Dear Sir:

Under separate cover, I am sending you four prints from a map entitled "The Dalles-Rufus Existing and Proposed Lines, Columbia River Highway" dated February 1961, which shows the general arrangement for access to your railroad in this section as we now propose it. Under date of February 28, 1961, you wrote to our Mr. Merchant saying that you desired access at your M.P. 94.75, at Dune and at your M.P. 89.

It is physically impracticable to provide access at your M.P. 89. Our highway grade is approximately 27 feet above the railroad grade at this point, and this is also the difference in grade between the existing road and your tracks. I do not believe you previously had vehicular access here, although it may be that you have been parking on the highway shoulder and walking down to the tracks. It is feasible to get to your railroad right of way from the The Dalles Bridge Interchange, and this would allow travel at least as far east as Fifteenmile Creek. The old railroad bridge at Fifteenmile Creek is still in place and I believe now being used by vehicles. If this bridge is removed in the future, it may still be possible to get access over the The Dalles Dam Interchange and through the U. S. Engineers' property to your right of way just west of the interchange. I have not yet discussed this with the U. S. Engineers, but since this is used as a parking lot, I do not believe we will have any trouble getting access through it.

At Dune we have secured approval from the Bureau of Public Roads to put a 13' x 13' barrel under our new highway so that a connection can be made on the south side of the new highway passing under our highway and crossing your track at grade into the facilities

at Dune. This is slightly to the east of your present connection, but at the present point we do not have sufficient grade difference between the highway and the railroad to enable us to get under the highway and up to the railroad grade. It should be an adequate connection, however.

At M.P. 94.75 we cannot provide access, as federal rules forbid access connections on the left-hand side of the lanes of a divided highway. We can, however, provide access to this area through the Celilo Interchange and will construct a short piece of roadway connecting with the road that now leads down to a dike extending westerly under the Oregon Trunk Bridge and to a point near your M.P. 94.75.

It would be appreciated if you would examine this proposal and advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSPrae

cc to: Mr. W. C. Williams

RECEIVED
FORM E-20X-1-58(C-6-E)-2046
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1958

To: Tom Edwards
Construction Engineer
Office

SUBJECT: Location Prospectus
Big Eddy-Celilo Section
Columbia River Highway
Wasco County

I am in receipt of your Location Prospectus on the above, dated November 28, 1958, and I would like to make inquiry as to what provisions are being made for the Union Pacific Railroad Company to maintain and service their rail through use of trucks.

I know that the Union Pacific does a considerable amount of transporting of their section crews from certain key points to work on the railroad by use of trucks, etc. We have, as you know, staunchly maintained that no utility should do servicing from the state highway Right-of-way, and I could find no reference to the manner in which we are to handle this in the subject Location Prospectus.

APPROVED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

JAH:mjs

cc: Forest Cooper
G. S. Paxson

RECEIVED
DEC 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED
FOREST COOPER

RECEIVED
FOR FILING

LOCATION PROSPECTUS
BIG EDDY-CELILO
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

NOTED
W. C. WILLIAMS

The following prospectus is submitted regarding the Big Eddy-Celilo Unit of the Columbia River Highway in Wasco County. The westerly terminus is at Station 1257+22 (M.P. 87.4), which station is at the overcrossing of The Dalles Dam access road. The easterly terminus is at M. P. 94.2, which point is 1,700 feet west of the undercrossing of the Oregon Trunk Railroad. The overall length of the project is 6.8 miles.

This will be a location survey for the purpose of preparing plans and estimates to revise this section of the Columbia River Highway to four-lane divided freeway standards. The existing facility will carry westbound traffic from the westerly terminus to the vicinity of M.P. 88.4 and eastbound traffic thence to the easterly terminus. From the west terminus easterly to M.P. 88.4, the proposed roadway will carry eastbound traffic and will be constructed southerly of and roughly parallel to the existing facility. From M.P. 88.4 easterly to the east terminus of the project, the proposed roadway will carry westbound traffic and will be northerly of and parallel to the Union Pacific Railroad. There are no towns affected by this project.

The general route is that of the existing Columbia River Highway. Reconnaissance was run in 1957 by L. V. Blickenstaff. Routine soils work will be required to extend existing data. There are no special drainage problems. An economic analysis is not needed at this time.

The present ADT is 4,400 and the projected (1975) ADT is 13,200. This will be a Class "A-70" four-lane divided freeway with a maximum grade of 3 per cent and a maximum curvature of 2 degrees. The completed typical section will consist of four 12-foot running lanes with 10-foot outside shoulders. Centerline separation will be 32.4 feet from the westerly terminus to M.P. 88.4. From M.P. 88.4 to the easterly terminus, the roadways will be separated by the Union Pacific Railroad right of way. The separated section of this freeway will have 6-foot inside shoulders. Shoulders will receive an 0-11 mat except for the first two feet of the outside shoulders which will be paved full depth. The narrow median area will receive a two inch lift of A.C. The tentative base design by G. L. Decker is:

Base Course	12" Coarse Crushed material
Level Course	2" 3/4"-0 material
Paving Course	4" Asphaltic Concrete
Total	18"

(Base design subject to revision pending completion of soils tests.)

The estimated rise and fall of the proposed facility is approximately 210 feet as compared to a rise and fall of 140 feet on the existing facility. The estimated central angle of both proposed and existing roadways is 78 degrees.

Deviation from the standards set forth for the National System of Interstate and Defense Highways is not anticipated.

This will be a controlled access freeway facility with no interchanges, no river or stream crossings and one single railroad grade separation at Station 1300+00 (approximately).

An unlimited amount of crushed rock is available at M.P. 93.0. A haul road across the railroad will be necessary.

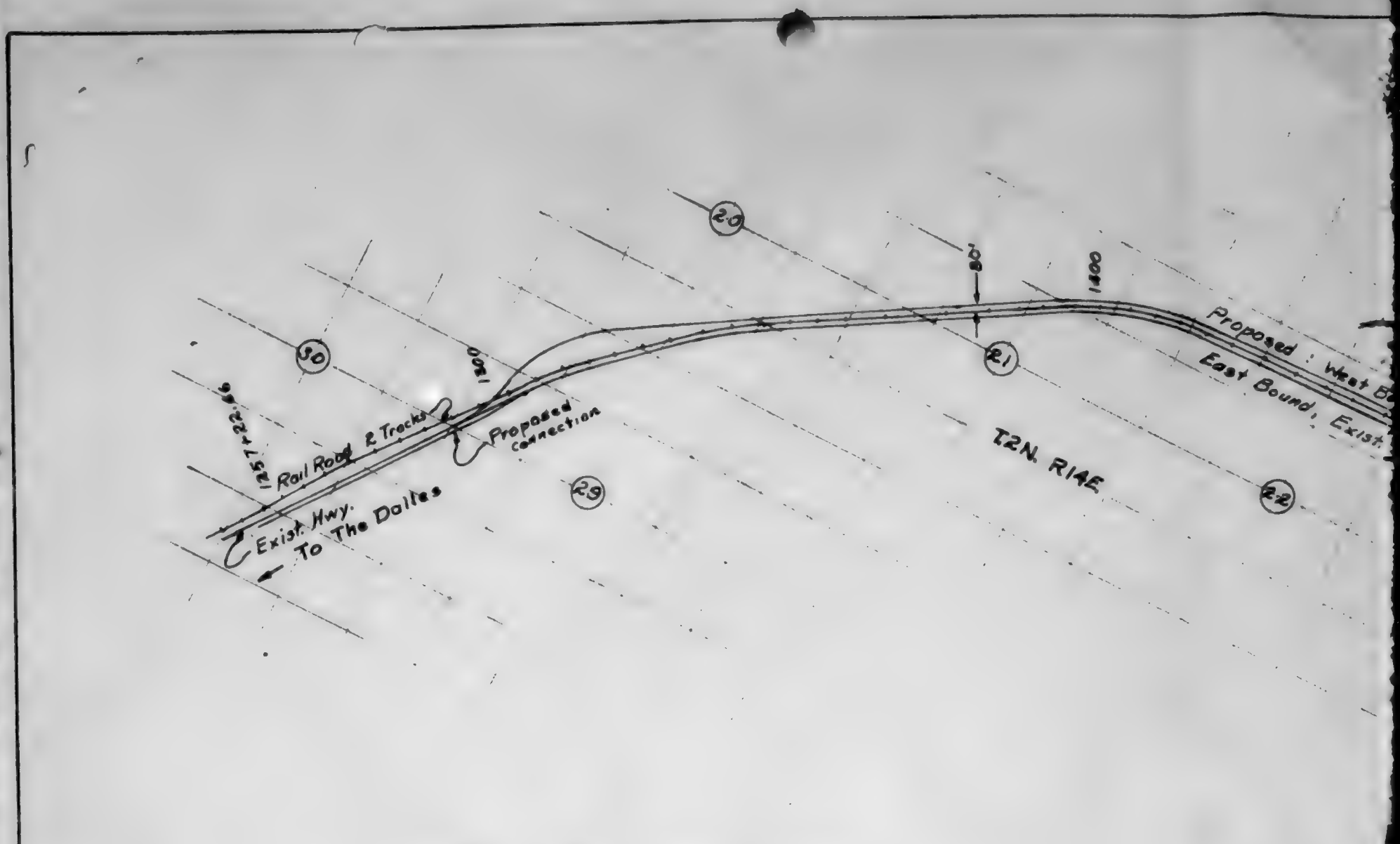
An agreement with the county will not be necessary.

There are no State Parks in the vicinity of this project.

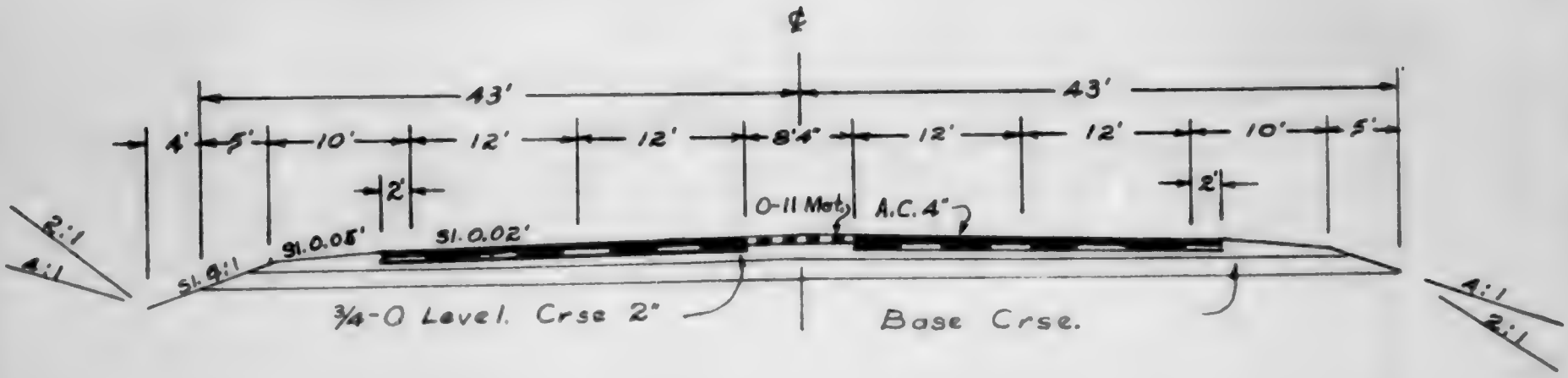
November 28, 1958

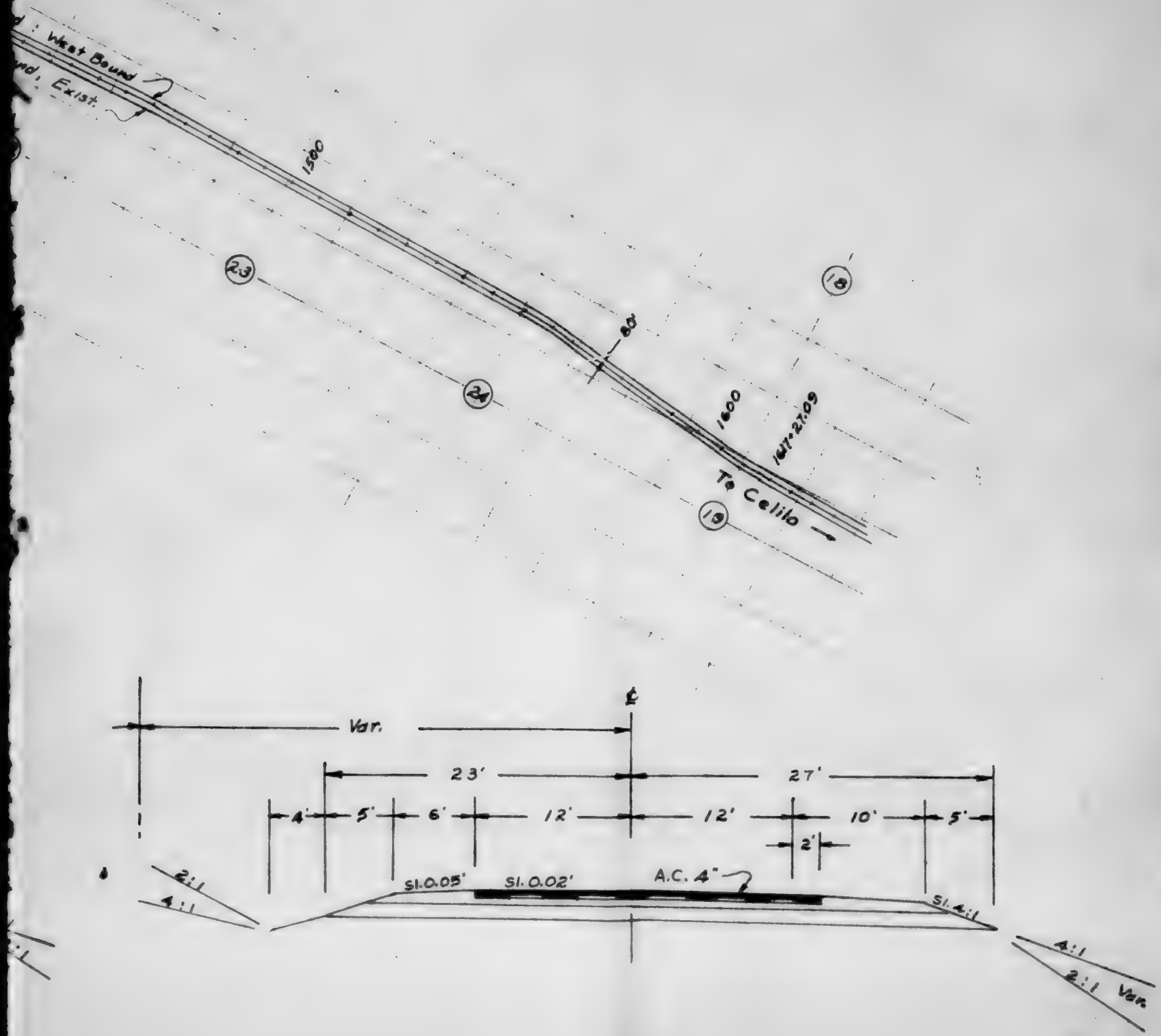
Attachment

cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift
Scott Coulter
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance



BIG EDDY - CELILO UNIT
BIG EDDY - RUFUS SECTION
Columbia River Highway Wasco County
1" = 1/2 Mi. - Approx.
Sketch Map. November 18-1958




West Bound
Exist.
1500
23
24
19
80'
1600
147+27.09
To Calib
Var.
23'
27'
4'
5'
6'
12'
12'
10'
5'
2'
℄
2:1
4:1
SI. 0.05'
SI. 0.02'
A.C. 4"
SI. 4:1
4:1
2:1 Var.

I-80N-3(35) Brewery Grade Conn. Sec., 1963
83 Columbia River Hwy. in The
#6320 Dalles



RECEIVED
NOV 2 - 1965
FOR FILING

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 27, 1965

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project Nos. I-80N-3(35)83 and U-36(12)
Brewery Grade Connection Section
Supplemental Railroad Agreement

The subject railroad agreement as submitted with Mr. Litchfield's October 19, 1965 letter has been reviewed by this office and found to be satisfactory.

This will confirm verbal approval given, effective this date.

REFERRED TO
Litchfield - Young
BY ASST. STATE HWY. ENGR.
11-1-65

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 29 1965
9-136

STATE COPY

Monthly transaction number	(5 ,7) PR-2 U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 9-22-65	County: Wasco
I-80N-3(35)83 16 6320		Project number: U-36(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 13, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 305,502.32

Revised Federal funds $ 191,420.50

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Monthly transaction number	For 2A (5-3. 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
5-11		County Wasco
Project report number 18	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	Project number U-36(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 13, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 297,096.00

Revised Federal funds $ 186,000.00

Other revisions

"Federal participation on work performed by the City of The Dalles on work near United Mills is subject to the State's establishment of responsibility and Bureau of Public Roads approval thereof".

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of April, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XXX A. W. Parsons
Division Engineer

By: L. B. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project U-36(12)

BREWERY GRADE CONNECTION SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, March 30, 1964

Type Code K541
Brewery Grade O'xing (Sta. "C" 20+13.91 to Sta. "C" 22+51)(Contract 6320)

Shoring, Cribbing, etc.	All Required (40%)			$ 13,467.80
Structural Excavation	540 cu.yds.	$	7.00	3,780.00
Structural Excavation Below Elevation Shown	60 cu.yd.		30.00	1,800.00
Furnish 10" BP 42# Steel Piling	660 lin.ft.		5.00	3,300.00
Furnish 12" BP 53# Steel Piling	600 lin.ft.		6.00	3,600.00
Drive Steel Piles	40 only		60.00	2,400.00
Splice Steel Piles	10 only		40.00	400.00
Class "A" Concrete (707 cu.yd.)	All Required (51%)			48 450.00
55' to 60' Type III Prestressed Beams	5 only		1,100.00	5,500.00
60' to 65' Type III Prestressed Beams	5 only		1,200.00	6,000.00
Metal Reinforcement (125,900 lbs.)	All Required (43%)			20,425.00
Structural Steel (Carbon 6,300 lb.) Low Alloy 39,600 lb.)	All Required (50%)			15,000.00
Metal Parapet Railing	485 lin.ft.		6.00	2,910.00
6-inch Standard Steel Pipe	90 lin.ft.		13.00	1,170.00
8-inch Standard Steel Pipe	40 lin.ft.		15.00	600.00
				$128,802.80
Work by Union Pacific R.R. Co.	All Required			$ 17,405.00
	Subtotal			$146,207.80
	10% Engr. & Cont.			14,620.20
	Total			$160.828.00

Type Code 6201
Roadway (Sta. 6+40 to Sta. 24+86.75)(Contract 6320)

Retaining Walls			
Structural Excavation	270 cu.yd.	$ 5.00	$ 1,350.00
Structural Excavation Below Elevation Shown	30 cu.yd.	30.00	900.00

Class "A" Concrete	All Required		$ 7,500.00
Metal Reinforcement	All Required		2,700.00
Roadway			
Clearing and Grubbing	All Required		1,000.00
Drainage Excavation, Unclass.	300 cu.yd.	$ 3.00	900.00
Embankment in Place	29,300 cu.yd.	1.25	36,625.00
Finishing Roadbed and Slopes	All Required		1,000.00
12-inch Corrugated Steel Pipe	34 lin.ft.	5.00	170.00
15-inch Corr. Steel Pipe, 12 Gage	460 lin.ft.	4.75	2,185.00
15-inch Corr. Steel Pipe	90 lin.ft.	4.75	427.50
18-inch Corr. Steel Pipe	190 lin.ft.	5.00	950.00
Concrete Inlets, Type "D"	1 only	125.00	125.00
Special Inlets	1 only	3,500.00	3,500.00
Adjustment of Drop Inlets	1 only	100.00	100.00
Concrete Manholes	1 only	500.00	500.00
Concrete Pressure Type Manholes	3 only	600.00	1,800.00
Metal Guard Rail	2,760 lin.ft.	3.00	8,280.00
Rail End Pieces	38 only	6.00	228.00
Type 2 Barricade	250 lin.ft.	2.75	687.50
Salvage and Stockpile Guard Rail	1,750 lin.ft.	1.00	1,750.00
Guide Posts, W-1	44 only	7.00	308.00
Guide Posts, Y-2	10 only	8.00	80.00
1 1/2-inch Electrical Conduit	260 lin.ft.	2.50	650.00
Coarse Crushed Material in Base	4,200 cu.yd.	3.25	13,650.00
3/4" - 0 Material in base	1,150 cu.yd.	3.25	3,737.50
Sprinkling	300 M-gal.	3.00	900.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	54 cu.yd.	6.00	324.00
RC-250 Asphalt	8 ton	75.00	600.00
Class "B" Asphaltic Concrete	2,200 ton	12.00	26,400.00
			$120,327.50
Flagging (57½% of Contractor's Cost)	All Required		$ 2,500.00
Utilities			
Work by City of The Dalles	All Required		$ 1,052.85
	Subtotal		$123,880.35
	10% Engr. & Cont.		12,387.65
	Total		$136,268.00

Length of Roadway - - - - - - - - - - 0.353 Mile
Length of Structure - - - - - - - - - 0.045 Mile (Spur)
Total Length- - - - - - - - - - - - - 0.398 Mile
Cost of Roadway per Mile- - - - - - - $386,821.52

BREWERY GRADE CONNECTION SECTION

PROJECT U-36(12)

Estimated cost of work by the Union Pacific Railroad Co.

Furnish Labor and Materials for Rearrangement of Track No. 200	$14,395.00	
Salvage Credit	-725.00 Cr.	
Furnish Labor and Materials for Rearrangement of Signal and Communication Lines	3,340.00	
Furnish Labor and Materials for Catch Basin and Connection to 36" Drain Line	395.00	
	$17,405.00	

Estimated cost of work by City of The Dalles

Statement #4491

Labor	$ 36.00
Materials	23.22
	$ 59.33

Statement #4556

Labor	$201.00
Materials	510.75
Equipment	181.77
	$893.52

Total	$ 1,052.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$160,828.00	$101,000.00	$ 59,828.00
Roadway	136,268.00	85,000.00	51,268.00
	$297,096.00	$186,000.00	$111,096.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAR 2 - 1965

6320

A F F I D A V I T

STATE OF OREGON)
: ss.
County of Marion)

I, Roy L Houck JR, being first duly sworn, on oath depose and say: That I am President of ROY L. HOUCK SONS CORP., an Oregon corporation, and that said corporation has a claim against PACIFIC CONCRETE COMPANY in connection with certain work performed by said ROY L. HOUCK SONS CORPORATION in connection with Oregon State Highway Commission Contract number 6320, the Brewery Grade Connection; that said ROY L. HOUCK SONS CORPORATION has furnished labor and materials for the prosecution of the work provided in said contract, and that said claim has not been paid; that I make this Affidavit for the purpose of obtaining a certified copy of the said contract and the said bond under and pursuant to ORS 279.515.

ROY L. HOUCK SONS CORPORATION

By _____
Officer

Subscribed and sworn to before me this 27 day of March, 1965.

_____
Notary Public for Oregon

My commission expires: 2-27-1969

6320

A F F I D A V I T

STATE OF OREGON)
: ss.
County of Marion)

I, Roy L Houck JR, being first duly sworn, on oath depose and say: That I am President of ROY L. HOUCK SONS CORP., an Oregon corporation, and that said corporation has a claim against PACIFIC CONCRETE COMPANY in connection with certain work performed by said ROY L. HOUCK SONS CORPORATION in connection with Oregon State Highway Commission Contract number 6320, the Brewery Grade Connection; that said ROY L. HOUCK SONS CORPORATION has furnished labor and materials for the prosecution of the work provided in said contract, and that said claim has not been paid; that I make this Affidavit for the purpose of obtaining a certified copy of the said contract and the said bond under and pursuant to ORS 279.515.

ROY L. HOUCK SONS CORPORATION

By _____
Officer

Subscribed and sworn to before me this 27 day of April, 1965.

_____
Notary Public for Oregon

My commission expires: 2-24-1969

AFFIDAVIT OF PERSON REQUESTING
COPY OF CONTRACT AND BOND

A F F I D A V I T

STATE OF OREGON)
: ss.
County of Marion)

I, Roy L Houck JR, being first duly sworn, on oath depose and say: That I am President of ROY L. HOUCK SONS CORP., an Oregon corporation, and that said corporation has a claim against PACIFIC CONCRETE COMPANY in connection with certain work performed by said ROY L. HOUCK SONS CORPORATION in connection with Oregon State Highway Commission Contract number 6320, the Brewery Grade Connection; that said ROY L. HOUCK SONS CORPORATION has furnished labor and materials for the prosecution of the work provided in said contract, and that said claim has not been paid; that I make this Affidavit for the purpose of obtaining a certified copy of the said contract and the said bond under and pursuant to ORS 279.515.

ROY L. HOUCK SONS CORPORATION

By _____ Offider

Subscribed and sworn to before me this 29th day of March, 1965.

_____
Notary Public for Oregon

My commission expires: 27 Jul 1965

AFFIDAVIT OF PERSON REQUESTING
COPY OF CONTRACT AND BOND

RECEIVED
MAY 26 1965
FOR FILING

May 26, 1965

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building, 350 Sansome Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $5,037.30 will be made to Pacific Concrete Company, on Contract No. 6320 for structure, grading and paving on the Brewery Grade Connection of the Columbia River Highway in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $429,481.58, including the post-final payment. Of the total $1,841.87 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: James E. Schram & Company
608 Woodlark Building
Portland 5, Oregon

Pacific Concrete Company
10401 N. E. Marx Street
Portland 20, Oregon

C. H. Maison
Attn: John Herr

FORM E-123X 80M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
OCT 20 1964
FOR FILING

6330

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 13, 1964

Niway Ready Mix, Inc.
P. O. Box 762
The Dalles, Oregon

Attention: Mr. E. D. McRae
Secretary Treasurer

Gentlemen:

This is to acknowledge receipt of your claim letter of October 6 informing us that Pacific Concrete Company owes you $21,274.13 for ready mix concrete.

From the description in your letter this appears to be in connection with State Highway Contract No. 6320 with Pacific Concrete Company for structure, grading and paving on the Brewery Grade Connection Section of the Columbia River Highway in Wasco County.

We assume that the claim is in connection with this contract for the reason that it was completed on July 28, 1964, and you stated in your letter that the material was furnished in April, 1964.

The surety on the project is Glens Falls Insurance Company, through James A. Schram & Co., Woodlark Building, Portland 5. We will advise them of the receipt of your letter.

We are forwarding your claim letter to the Secretary of State for action.

When the claim has been paid please let us know so that we can clear our records.

File #4096

FILED
OCT 1 19[illegible]
HOWELL APPLING, JR.
SECRETARY OF STATE

Yours very truly,

RECEIVED
OCT 19 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

James A. Schram & Co.
Woodlark Building
Portland 5, Oregon

Pacific Concrete Co.
P. O. Box 7648
Portland, Oregon

NOTED ON CARD
dc

RECEIVED
OCT 19 1964
COMMISSIONERS

Commissioners
Cmm.f.

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Please ack. receipt of claim on enc. copy of this letter.

HIWAY READY MIX, INC.

P. O. BOX 76[illegible] · PHONE CY 6-2064

THE DALLES, OREGON

October , 1964

Contract Officer
State Highway Department
Salem, Oregon

Attention: Mr. Query

Reference: U.S. Highway 30 Relocation - The Dalle Oregon ByPass
Prime Contractor Roy L. Houck - Sub-Contractor
Pacific Concrete Company. Contract No. 6320, Brewery Grade

Dear Sir,

Please be informed that Hiway Ready Mix, Inc., has furnished to the sub-contractor, Pacific Concrete Company, concrete ready mix for their Job No. 555.

Pacific Concrete Company has a delinquent balance of $ 21,274.13 against this job. The last major pour was in April 1964.

Yours very truly,

HIWAY READY MIX, INC.

T. DeMello,
Secretary Treasurer

RECEIVED
SEP 1 - 1964
FOR FILING

September 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 28 on Contract No. 6320. The contract was with Pacific Concrete Company and was for work on the Brewery Grade Connection Section on the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 3, 1964, and that you concur in this procedure at the Commission meeting on October 9.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbe

RECEIVED
JUL 9 1964
FOR FILING

July 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Freeway Grade Connection Section of the Columbia River Highway, Contract No. 6320, Project No. I-OR-3(35)83, D-36(12) in Wasco County, was completed June 1, 1964.

This work was authorized by Order for State Work No. 7 dated May 22, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. V. Young
Office Engineer

cc: J. W. Nash

DBP:cl

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 16, 1964

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Projects I-80N-3(35)83 and U-36(12)
Seeding and Mulching, Brewery Grade Connection Section

Reference is made to your letter dated June 12, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PRM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis, with proper pro-rata share to be assigned to each of the two projects. Cost segregation must be made.

NOTED
R. L. PORTER

NOTED
LLOYD P. SHAW

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Project Name Brewery Grade Connection Date May 22, 1934

Highway Columbia River Contract No. 6220 F. A. Project No. I-80N-3(35)83 U-36(12)

County Wasco Profix 623-1084 Account No. 224-2

Description of Work To Be Done:

Grass seeding, fertilizing, and mulching to be done by State erosion control crews on fill slopes as protection against erosion and for roadside improvement.

Location by Station Numbers:

Station 6+40 to 24+86.75

Estimate of Quantities and Costs:

4 acres seeding and fertilizing at $100 per acre	$400.00
4 acres mulching at $200.00 per acre	800.00
4 acres use of sheepfoot roller	1,800.00
	$2,000.00

Labor	$1,000
Equipment Rental	250
Materials	750
	$2,000

Explanation:

State is equipped to perform this work with specialized equipment with substantial savings of public funds. No authorization of funds has been allowed for this job. This work has not yet been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$517,655.25
Present estimate of project cost, including $2,000.00 for work under this order	$503,824.98
Expected under-run (amount)	$13,830.27
Expected under-run (per cent)	2.67

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Consulting Engineer or Bridge Engineer

Approval Recommended: [signature] Division Engineer

Approved: [signature] Deputy or Assistant State Highway Engineer or Chief Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 16, 1964

Original signed by
G. R. Brooks
Div. Engineer

08-35.4-DA

By:

A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
Acting Division Engineer

Oregon Projects I-80N-3(35)83 and U-36(12)
Seeding and Mulching, Brewery Grade Connection Section

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Reimbursement will be made on an actual cost basis, with proper pro-rata share to be assigned to each of the two projects. Cost segregation must be made.

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: 5/8/64
SECTION	Brewery Grade Connection	SECTION PREFIX (2-1)4
HIGHWAY	[illegible]	COUNTY [illegible]800
NAME OF JOB: Brewery Grade Connection	KIND OF WORK: [illegible] Drilling 3 retaining walls, grad. Scope Base	
CONTRACTOR: Pacific Concrete Company	CONTRACT NUMBER: 8320	FEDERAL AID PROJECT NUMBER: I-80N-3(35)83 & U-36(12)
DATE OF CONTRACT: August 19, 1963	DATE WORK STARTED: 9/23/63	ESTIMATED COMPLETION DATE: 6/1/64
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 9 SUPERVISION: 3	SPECIFIED WORK DAYS: 200	WORK DAYS USED: 86
PROJECT AUTHORIZATION: $517,655.25	ENGINEERING AUTHORIZATION: $36,811.04	PERCENT OF TIME ELAPSED: 43.0
EXCLUSIVE OF ENGINEERING: $480,844.21	ENGINEERING COST TO DATE: $19,924.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 80.8
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $465,013.94	PERCENT OF AUTHORIZATION: 54.1%	
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN . . . . . 3.3 %	DATE PROJECT WAS COMPLETED	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	98.0	95	6		

	GRADING	SURFACING	MAINTENANCE MATERIALS	BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.39	0.39		0.39	0.39
MILES PARTIALLY COMPLETED	0.39	0.39		0.39	0
MILES COMPLETED	0.39	0.35		0.39	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	29,606.1 CY	5,340 CY		8 Ton	2,200 Ton
TOTAL QUANTITIES CORRECTED TO DATE	29,606.1 CY	4,922 CY		10.57 Ton	2,200 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	29,606.1 CY	4,722 CY		10.57 Ton	0
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	1.8		0	19
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

1 auger, 1 punch, 1 truck

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	High Clouds		
MONDAY	"		
TUESDAY	"		
WEDNESDAY	"		
THURSDAY	"		
FRIDAY	"		
SATURDAY			

NOTED
JOHN R. CHAMBERS

5/11/64

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5/3/64	No activity.
MONDAY 5/4/64	Finishing concrete. Getting ready to install drain pipe. Placing guardrail posts. Houck extending pipe down slope.
TUESDAY 5/5/64	Finishing concrete. Installing drain pipe. Placing guardrail posts.
WEDNESDAY 5/6/64	Finishing concrete. Installing drain pipe.
THURSDAY 5/7/64	Finishing concrete. Installing drain pipe.
FRIDAY 5/8/64	Finishing concrete. Installing drain pipe.
SATURDAY	

REMARKS

All concrete poured on retaining walls.
Bridge complete except for some finishing.

SIGNED W. D. Kneeriem-by Donald P. Dilsaver

ADDRESS

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Monthly transaction number	For[illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project report number 10	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 4-14-64	County Wasco
		Project number I-80N-3(35)83

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 13, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 187,248.00

Revised Federal funds $ 172,000.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of April, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

[illegible] A. M. Parsons
Division Engineer

By: L. R. Backlund, Administrative Manager

USComm-DC 11170

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(35)83

BREWERY GRADE CONNECTION SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Estimate revised to include utility work.)

Salem, Oregon, March 12, 1964

Type Code X241
Brewery Grade O'xing (Sta. "C" 22+51 to Sta. "C" 26+25) (Contract No. 6320)

Shoring, Cribbing, etc.	All Req. (60%)		$ 20,201.70
Structural Excavation	310 cu.yd.	$ 7.00	2,170.00
Structural Excavation Below Elevation Shown	40 cu.yd.	30.00	1,200.00
Furnish 10" BP 42# Steel Piling	240 lin.ft.	5.00	1,200.00
Furnish 12" BP 53# Steel Piling	1,250 lin.ft.	6.00	7,500.00
Drive Steel Piles	54 only	60.00	3,240.00
Splice Steel Piles	14 only	40.00	560.00
Class "A" Concrete (687 cu.yd.)	All Req. (49%)		46,550.00
40' to 45' Type III Prestressed Beams	4 only	800.00	3,200.00
70' to 75' Type III Prestressed Beams	24 only	1,400.00	33,600.00
Metal Reinforcement (170,000 lbs.)	All Req. (57%)		27,075.00
Structural Steel (Carbon 6,300 lbs.) (Low Alloy 39,600 lbs.)	All Req. (50%)		15,000.00
Metal Parapet Railing	746 lin.ft.	6.00	4,476.00
6-inch Standard Steel Pipe	200 lin.ft.	13.00	2,600.00
8-inch Metal Drain Pipe	140 lin.ft.	4.50	630.00
			$169,202.70

Utilities

Work by Northwest Natural Gas Co.	All Req.	$ 768.65
Work by Pacific Northwest Bell Tel. Co.	All Req.	255.00
		$ 1,023.65
	Subtotal	$170,226.35
	10% Engr. & Cont.	17,021.65
	Total	$187,248.00

Length of Structure - - - - - 0.071 Mile

Federal Funds - - - - -

BREWERY GRADE CONNECTION SECTION

PROJECT NO. I-80N-3(35)83

Estimated cost of work by the Northwest Natural Gas Co.

Labor	$461.65
Materials	25.00
Equipment	282.00
	$768.65

Estimated cost of work by Pacific NW Bell Telephone Co.

Labor	$190.00
Materials	32.00
Equipment	33.00
	$255.00

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SEP 25 1963

Form Approved; Budget Bureau No. 41-R2089

HIGHWAY TRANSACTION NO. FOR FILING 590	FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	DATE Wasco
PROJECT REPORT NO. 5	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-12-63	COUNTY Wasco
		PROJECT NO. I-80N-3(35)83

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N- Brewery Grade, The Dalles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-63	0.071
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 186,122.00	$ 171,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd P. Stone

Attest State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Persons
(Division Engineer)

By: L. R. Backlund, Admin. Manager

Date executed by Division Engineer 9-13-63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Also, see attachment.

RECEIVED
Sep 19 1963
OREGON DIVISION

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(35)83

BREWERY GRADE CONNECTION SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, August 28, 1963

Type Code X241
Brewery Grade Overing (Sta. "C" 22+51 to Sta. "C" 26+25) (Contract No. 6320)

Shoring, Cribbing, etc.	All Req.(60%)			$ 20,201.70
Structural Excavation	310 cu.yds.	$	7.00	2,170.00
Structural Excavation Below Elevation Shown	40 cu.yds.		30.00	1,200.00
Furnish 10" BP 42# Steel Piling	240 lin.ft.		5.00	1,200.00
Furnish 12" BP 53# Steel Piling	1,250 lin.ft.		6.00	7,500.00
Drive Steel Piles	54 only		60.00	3,240.00
Splice Steel Piles	14 only		40.00	560.00
Class "A" Concrete (667 cu.yds.)	All Req.(49%)			46,550.00
40' to 45' Type III Prestressed Beams	4 only		800.00	3,200.00
70' to 75' Type III Prestressed Beams	24 only		1,400.00	33,600.00
Metal Reinforcement (170,000 lbs.)	All Req.(57%)			27,075.00
Structural Steel (Carbon 6,300 lbs.) (Low Alloy 39,600 lbs.)	All Req.(50%)			15,000.00
Metal Parapet Railing	746 lin.ft.		6.00	4,476.00
6-inch Standard Steel Pipe	200 lin.ft.		13.00	2,600.00
8-inch Metal Drain Pipe	140 lin.ft.		4.50	630.00
	Subtotal			$169,202.70
	10% Engr. & Cont.			16,919.30
	Total			$186,122.00

Length of Structure . . . . . 0.071 mile

Federal Funds	$171,000.00
State Funds	15,122.00
	$186,122.00

State Funds for Const.: Chap 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(35)83

BREWERY GRADE CONNECTION SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon July 16, 1963

Type Code X241
Brewery Grade O'Xing (sta. "C" 22+51 to sta. "C" 26+25)

Shoring, Cribbing, Etc.	All Req.(60%)		$ 3,000.00
Structural Excavation	310 cu.yds.	$ 5.00	1,550.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Furnish 10" BP 42# Steel Piling	240 lin.ft.	5.00	1,200.00
Furnish 12" BP 53# Steel Piling	1,250 lin.ft.	6.00	7,500.00
Drive Steel Piles	54 only	65.00	3,510.00
Splice Steel Piles	14 only	40.00	560.00
Class "A" Concrete (687 cu.yds. $85.00)	All Req.(49%)		58,395.00
40' to 45' Type III Prestressed Beams	4 only	700.00	2,800.00
70' to 75' Type III Prestressed Beams	24 only	1,400.00	33,600.00
Metal Reinforcement (170,000 lbs. $0.13)	All Req.(57%)		22,100.00
Structural Steel (Carbon 6,300 lbs. $0.25; Low Alloy 39,600 lbs $0.27)	All Req.(50%)		12,267.00
Metal Parapet Railing	746 lin.ft.	6.00	4,476.00
6-inch Standard Steel Pipe	200 lin.ft.	12.00	2,400.00
8-inch Metal Drain Pipe	140 lin.ft.	4.00	560.00
		Subtotal	$154,318.00
		10% Engr. & Cont.	15,431.00
		Total	$169,749.00

Length of Structure . . . . . 0.071 mile

Federal Funds	$156,000.00
State Funds	13,749.00
	$169,749.00

BLEWETT GRADE CONNECTION SECTION

PROJECT NO. I-80N-3(35)83

Prestressed Beam Quantities

40' to 45' Beams

Overhead			$ 50.00
Class "A-A" Concrete	6.34 cu.yds.	$52.00	329.68
Metal Reinforcement	820 lbs.	0.12	98.40
Prestress Steel	371 lbs.	0.40	148.40
			$626.48

70' to 75' Beams

Overhead			$ 350.00
Class "A-A" Concrete	10.56 cu.yds.	$52.00	549.12
Metal Reinforcement	1,070 lbs.	0.12	128.40
Prestress Steel	1,108 lbs.	0.40	443.20
			$1,370.77

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MAY 4 - 1964
FOR FILING

OREGON STATE [illegible]

CHANGE [illegible]

TO BE PERFORMED ON [illegible]

Project Name [illegible] ..... Date 19 64

Highway [illegible] ..... Contract No. [illegible]

County [illegible] ..... Mile [illegible]

Contractor [illegible] ..... F. A. Project No. [illegible]

Address [illegible] ..... Order No. [illegible]

The following work is hereby classified as "Extra Work", to be performed and billed for in accordance with the terms of contract.

Description of work to be done:

Furnish and install approximately sixty (60) lineal feet of 18" [illegible] (uncoated) complete with two [illegible] and [illegible] bands.

Location by station numbers:

[illegible] 21+[illegible]

Estimate of quantities and cost:

Material	[illegible]
Labor	[illegible]
Equipment Rental	[illegible]
	[illegible]

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Due to type of embankment placed present pipe will have to be extended down slope in order to avoid erosion.

Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 512,655.25	
Present estimate of project cost, including $ 280.00 for work under this order	$ 504,135.79	
Expected under-run amount	$ 11,919.46	
Expected under-run per cent	2.3	

Copy of this Order sent from Salem Office

NOTED
LLOYD P. SHAW

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer Bridge Engineer

Approved [signature] Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
MAY 4 1964

FOR FILING

OREGON STATE [illegible] DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name (Bridge) [illegible] Date [illegible], 19 64

Highway Columbia River Contract No. 6320

County Wasco Piers 103 - 104

Contractor [illegible] F - [illegible] - 3(35)93

Address P.O. [illegible] Portland, Oregon Project No. [illegible]

Order No. 4 - Supplement No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and Install approximately forty (40) Linear Feet of 12" S.M.P. Conduit

Location by station numbers: Pier 14 + 32

Estimate of quantities and cost: Original Supplement

	Original	Supplement
Materials:	75.00	
Labor:	100.00	[illegible]
Equip. Rental:	50.00	Equip. Rental: 75.00
Orig. Amt:	225.00	+ Suppl. Amt: [illegible] = Total: $ 400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Conduit necessary to restore city of The Dalles Water Service to Private Dwelling. Encountered solid rock in trench excavation when not anticipated.

Work Has Been Done

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 517,655.22
Present estimate of project cost, including $ 175.00 for work under this order	$ 505,455.79
Expected under-run amount	$ 12,199.46
Expected under-run per cent	2.4

For use of State Office

NOTED
LLOYD P. SHAW

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved [signature] Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
APR 16 1964
FOR FILING

(FORM CO-18) 4-22-52
(PRES. BY A.O. 206-10)

FOR UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: April 13, 1964

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-3(35)83 and U-36(12)
Brewery Grade Connection - Consultant Engineering Services
Inspection-in-depth Report

Reference is made to Mr. Ivan D. Merchant's letter of March 30, 1964, pertaining to the above project and related subjects.

The actions indicated in the reference letter which were taken in response to our February 7, 1964 memorandum are satisfactory. We appreciate the thoroughness of these actions and want to commend you on steps now being taken toward establishing a formal inspection procedure and execution of a contract form for out-of-State inspection work.

The review of your inspection procedure requirements by our Mr. Tokerud, which you mentioned, was intended to be a technical review only and did not cover administrative review for compliance with applicable policy procedure memorandum. We have taken advantage of the opportunity to make such a review and have several suggestions we would like to offer. These suggestions came from the attachment to PPM 40-6 entitled "Outline of Provisions and Clauses for Engineering Agreements." We realize that this outline is written in broad form to cover the more common and complex types of consultant agreements. The following listed provisions are those which we consider essential to the type of agreement proposed.

1. The agreement should provide for inspections by State and BPR.

2. Standard Statement: "The consultant warrants that he has not employed or retained any company or person, other than bona fide employees working solely for the consultant, to solicit or secure this contract, and that he has not paid or agreed to pay any company or

NOTED
P. M. STEPHENSON

person, other than a bona fide employee working solely for the consultant, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the State shall have the right to annul this contract without liability."

3. Agreement should state that reports submitted will become the property of the State.

4. Consultant should be required to save the State harmless from liability claims due to the consultant.

5. Clause required prohibiting subletting without approval.

This list is not intended to be all inclusive. You may wish to take a closer look and include other provisions and clauses to your agreement form. We feel confident that your efforts along this line would result in a contractual agreement more beneficial to all parties concerned.

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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 30, 1964

1217

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Oregon Projects I-80N-3(35)83 and U-36(12)
Brewery Grade Connection
Inspection in Depth of Structural Steel
Shop Inspection
Bridge No. 8804

Reference is made to your memorandum of February 7, 1964 which included and refers to an Inspection in Depth of the structural steel inspection for the subject project. Further reference is made to previous correspondence with inspection agencies prior to entering into the agreement with the Robert W. Hunt Company and to your memorandum of November 15, 1963 regarding the agreement with the Robert W. Hunt Company.

As mentioned in previous correspondence, for many years, out-of-State inspection has been handled on the basis of letter agreements which referred specifically to the plans and specifications for the individual project. In this type of agreement the State was of the belief that the direct reference to the plans and specifications would suffice to obtain material fabricated to the specification requirements. The Inspection in Depth of the Robert W. Hunt Company on the Brewery Grade Connection fabrication indicates that the specifications were not followed in minute detail; the exceptions being that the inspection agency was not present when radiographic pictures were taken in the fabricating shop and that there was improper storage of low hydrogen electrodes contrary to specific requirements of the special provisions.

After receipt of your Inspection in Depth on this project, Mr. L. H. Powell, Northwest District Manager of the Robert W. Hunt Company under whose direction the work was performed on the Brewery Grade steel fabrication, was requested to come to Salem for a conference on this matter. Present at this conference held February 24 in my office was a representative from your Bridge Division and the Engineer of Materials for the State. The deviations from the specifications mentioned in Inspection in Depth were confirmed by Mr. Powell. The problem of improper storage of electrodes was corrected by the fabricator as soon as the matter was called to his attention during fabrication. Mr. Powell was informed

NOTED
P. M. STEPHENSON

that certification from the Washington State Laboratories, Inc. to the effect that the radiographic pictures were made at the location and in the manner specified by the specifications would be required. This certification has been received and the State is satisfied that this work was performed in compliance with the specifications.

A copy of the "Final Structural Report" from the Robert W. Hunt Company is enclosed. For the above-mentioned reasons the State proposes to accept the work as done substantially in conformance with the plans and specifications.

The Inspection in Depth report lists four items on Page 2 which should be considered for adoption on future work. As pointed out on Page 2 of your February 7 memorandum, Items 1 and 2 would be very difficult to administer because of the fact that when outside agencies are used the work is generally at considerable distances from the Salem office. Insofar as possible it is proposed to utilize the State Highway Materials Department for inspection of work fabricated in that State.

Item 3 suggests that radiographs of the web splices should preferably be in the tension area of the girders. I agree that this is a reasonable request and our special provisions will be changed accordingly.

Item 4 refers totthe employment of an inspection agency which could maintain a full-time inspector in the vicinity of the fabrication. On projects where there is a large volume of fabricated steel this would probably become a necessity because of the amount of inspection work involved; however, on smaller jobs, the amount of time necessary to properly inspect the work could be considerably less than full time, and should be left to the inspection agency to fit inspection time to the fabricator's schedule.

The last paragraph of your memorandum of February 7 refers to structural steel inspection on the Astoria and Marquam Bridges. The Astoria steel is being fabricated in two plants of the Allied Structural Steel Company located at Hammond, Indiana and Clinton, Iowa, and at the Gary, Indiana plant of the American Bridge Company. The steel for the Astoria Bridge is being shipped to Vancouver, Washington for cleaning, painting and, in some cases, truss erection. To date the general quality of fabrication has been acceptable, however, a visual inspection indicated numerous minor items that should have been corrected in the plant rather than at the staging area. As a result of this visual inspection the District Inspection Engineer was sent to the Middle West to confer withoour inspection agency and the fabricators to the end that when steel was accepted for shipment from the fabricating plant it would meet all structural and workmanship requirements of the contract.

The Marquam Bridge steel is being fabricated by the American Bridge Company in Orange, Texas, with shop inspection by the Pittsburgh Testing Laboratory. In correspondence with Pittsbrugh Testing Laboratory, we have been assured that all specification requirements are being followed in this fabrication. It is the intention of the State to make an inspection of the fabrication and shop inspection in Orange, Texas, in the very near future prior to the time that any steel will be shipped to the staging area at Vancouver, Washington.

In compliance with your requests on out-of-State inspection, the State has prepared a specification for inspection and a sample form of contract which will be used on all future projects. I am enclosing a copy of the inspection

procedure requirements which has been reviewed by members of your Bridge Division. A sample copy of the agreement is also attached. The enclosed inspection procedure requirement is written to include only welded work; however, it is the intention to amplify this to cover all types of the fabrication.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/ms

Attached

cc: Mr. P. M. Stephenson
Mr. G. W. Harra
Mr. L. H. Young
Mr. C. H. Maison

477 Cottage Street, N.E.
Salem, Oregon - 97301

January 28, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon
ATTENTION: Mr. L. P. Shaw

T. Dec, Assistant Division Engineer
08-35.6 Salem, Oregon

Original signed by
T. [illegible]
Engr. Coordinator

Brewery Grade Connection
I-80N-3(35)83 & U-36(12)

Attached are two copies of an Inspection-in-Depth report concerning the fabrication of prestressed beams for the subject project.

The inspection revealed that fabrication and inspection procedures are generally very satisfactory. Four recommendations are made in the report concerning engineering. These are:

1. That in elongation computations a more realistic modulus of elasticity value be used.

2. That the inspector check strand chuck slippage during tensioning more often.

3. That tack welding of mild reinforcement be allowed.

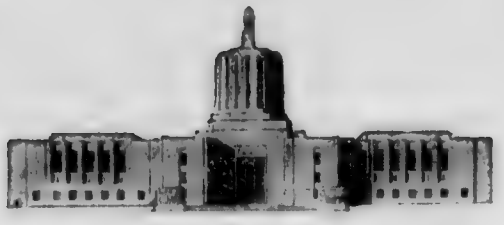
4. That the Special Provisions specify that the concrete admixtures conform to AASHO M194 or ASTM C494.

We request that you advise this office of remedial action taken or contemplated in connection with the recommendations stated herein.

Attachments

RECEIVED
MAR 5 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 2, 1964

Mr. A. W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Attention: Mr. T. Dec

Re: Brewery Grade Connection
The Dalles Section
Columbia River Highway
Wasco County
Bridge No. 8804
Contract No. 6320

Gentlemen:

Please refer to your letter on the subject dated January 28, 1964, in which you make four recommendations.

First, you recommend that in the elongation computations, a more realistic modulus of elasticity value be used. We are in agreement with this recommendation. Hereafter, our designers and inspectors will use the average elongation as determined by the laboratory tests rather than the manufacturer's recommended value.

Two, in checking of the steel chuck slippage during tensioning, it most certainly will be done as often as deemed necessary. As stated in this recommendation, this is necessary in order that additional elongation can be used to compensate for this slippage.

Three, in regard to the welding of reinforcing steel, it is our opinion that welding of reinforcing steel is injurious to the steel at the weld and doubtful in value. We have therefore instructed our inspectors not to allow any welding of reinforcing steel which is designated as part of the girder. However, we do allow the fabricator, if he so desires, to place additional steel in the girder, when he desires a welded frame upon which to wire the reinforcing steel.

Four, in regard to the recommendation that the special provisions contain the requirement that concrete admixtures conform to

A.A.S.H.O. M-194 or A.S.T.M. C-494, we are in the process of re-writing our specifications regarding admixtures, and due consideration will be given to this matter.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:vt

cc: Mr. P. M. Stephenson
Mr. G. W. Harra
Mr. C. E. DeSerano
Mr. Roy Norton
Mr. Warren Mueller
Mr. Ellis Jones
Mr. E. G. Ricketts
Mr. C. H. Maison
Mr. L. H. Young

RECEIVED
MAR 3 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 - 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

February 28, 1964

Original signed by
G. R. Brooks
Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Project U-36(12, Brewery Grade Connection Section
City of The Dalles Utility Adjustment

Our memorandum dated July 22, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above mentioned city and the State Highway Commission dated November 22, 1960 covers utility adjustments. We approve your Staff Attorney's letter dated August 1, 1963, as well as the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Litchfield's letter dated February 21, 1964 with exception that approval is withheld on that portion of work shown on the estimate as repairing of 2-inch water main near United Mills. We will expect you to provide some explanation and to establish responsibility on the State prior to our approval of use of Federal funds for payment of these repair costs.

You are authorized to proceed with actual adjustments for the above mentioned city-owned utility adjustments effective October 21, 1963 according to prior verbal authorization. We wish to caution you in regard to performance of work for which reimbursement is to be sought. The wording on page 3 of your Staff Attorney's letter to the City of The Dalles is quite adequate and clear. The second paragraph of Mr. Litchfield's letter dated February 21, 1964 indicated a different type of authorization and indicated that our Mr. Schwiesow had agreed to this procedure. We believe there is some misunderstanding here because such a procedure is contrary to Federal policy. We believe the intent was that emergency authorization as to date only would be issued subject to later submission of cost estimate, plans, and establishment of responsibility.

(more)

original To Young
3-3-64

NOTED
LLOYD P. SHAW

Approval and reimbursement for the eligible portion of the work is subject to the provisions of FPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
FEB 25 1964
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1964

NOTED
R. L PORTER

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Cross Sections for Retaining Wall
Station 7+15 to 9+15
UPRR Service Road
Brewery Grade Connection Section
Columbia River Highway
Wasco County
Contract No. 6320
Projects: U-36(12) & I-80N-3(35)83

Gentlemen:

Enclosed you will find four prints of the plan and cross sections in the area of the above-captioned retaining wall. This should provide you with the additional information requested in your letter of February 12, 1964.

The cross sections indicate that the wall will be of adequate height at the westerly end and will remain within the designated easement area (Parcel #10 shown in green on Exhibit "A" dated June 15, 1962, and attached to the Agreement dated November 1, 1962). We have reproduced the easement limits on the enclosed plan drawing as nearly as possible from a print of your drawing.

All other features of the construction in this area are shown as they are to be constructed and vary slightly from the original plans. These changes appear minor, but if a revised agreement is necessary I assume you will present this in due course and that it will not delay our proceeding with this work.

You mentioned the elevations for the footings are higher than required by the railroad. Please be advised that the State will construct these footings to the elevations you indicated on the copy of Drawing #19513 you returned with your letter of February 12th.

Please review this information at once and obtain approval from your principals as soon as possible, since our contractor has been forced to suspend

their operations while awaiting your decision.

If additional information is required, please notify the undersigned by telephone immediately.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

encs.

cc: R. L. Porter
P. M. Stephenson
I. D. Merchant
Dean Swift
N. D. Krehbiel

RECEIVED
FEB 24
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 6123X 50M 12-63

RECEIVED
FEB 26 1964
FOR FILING

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-N-3(?)-3

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Water Line Adjustments
City of The Dalles
Brewery Grade Connection Section
Columbia River Highway - Wasco County
Projects: I-80N-3(35)83 and U-36(12)
Contract No. 6320

Dear Sir:

Herewith is the following data pertaining to this section:

(1) 2 copies each of statements #4491, 4495 and 4556 from the City of The Dalles for work done in connection with this section.

(2) 2 copies of a sketch showing where the work was done.

The actual location of the water mains in this area is not known and those shown on the plans proved to be incorrect. This matter was discussed by Messrs. Schwiesow, Shull and Krehbiel on October 21, 1963, and authorization to proceed with the adjustment as they are found, subject to later submission of cost and sketch, was obtained as of that date.

On October 22, 1963, a 2-inch water line crossing the "W" Line near Station 12+00 was damaged, given emergency repairs and then lowered. This line serves a fire hydrant and several houses northerly of the interchange. Statements #4491 and 4495 cover this work.

The construction of a retaining wall northerly of Station "W" 6+50 was found to conflict with an 8-inch water main. The City agreed to abandon the 8-inch main between the retaining wall and a fire hydrant located northerly of Station "W" 8+50. It was then necessary to install 640 feet of 2-inch line from the 8-inch main along the southerly shoulder of the railroad service road to a 2-inch water main crossing the service road northerly of Station "W" 11+60. The City's statement #4556 covers this work.

All these adjustments are located on property owned by the railroad which we occupy by right of easement.

Our Staff Attorney's letter dated August 1, 1963, established the State's obligation to reimburse the City for the adjustments and was submitted to you with the writer's letter of August 9, 1963.

It is anticipated more water line adjustments will be necessary as the construction work continues. These will be submitted at a later date.

Your approval of this agreement as evidenced above and formal authorization to proceed with these water line adjustments as they are found is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachments

cc: L. P. Shaw
D. B. Parkes (2)
F. W. Sugnet

RECEIVED
FEB 19 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1964

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

SUBJECT: Cross Sections for Retaining Wall
Station 7+15 to 9+15
UPRR Service Road
Brewery Grade Connection Section
Columbia River Highway
Contract No. 6320

We have been corresponding with the Union Pacific Railroad Company since November 21, 1963 concerning the retaining walls on this project. We have not fully satisfied them in our previous correspondence and it is evident that additional information is necessary so that they may make a complete study of our plans.

Attached you will find three copies of the latest letter from the Railroad and three prints of our Plan Sheet No. 3 on which we have indicated what is required to complete the information needed by the railroad. The enclosed print shows the wall as revised according to data previously received from the field and a proposed revision in the "W^A" Line that is necessary as a result of extending this wall to the east.

It will be necessary to prepare cross sections which will show the relocated railroad tracks, the service road, the retaining wall and the "W" Line as they will appear after construction. These sections should be taken normal to the service road and extend from Station 7+00 through 11+00 at the approximate locations indicated on the attached plan sheet. These cross sections should be prepared on heuskin or linen so that they may be reproduced without tracing. Also, please show the revision of the "W^A" Line as you propose to construct it on one of these prints and return it with your reply since what is shown here is merely a projection of what we think it should look like.

Please give this your immediate attention since the contractor is holding up his work pending the Railroad's approval of these retaining walls.

TWL:fp
Attach
cc R. L. Porter
P. M. Stephenson
Ivan Merchant
N. D. Krehbiel

NOTED
R. L. PORTER

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 18 1964
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

1220 S.W. LA MARIE AVE.
PORTLAND, OREGON 97227

FORM E-123X 50M 3-63

RECEIVED
DEC 20 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 18, 1963

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. G. H. Baker

Gentlemen:

RE: Retaining Wall Opposite Station W 19+25
Brewery Grade Connection Section
Columbia River Highway
Wasco County
Project No. U-36(12) & I-80N-3(35)83
Contract No. 6320
Your File: D 315-2-93

This is in reply to your letter of November 21, 1963 in which you requested the installation of a retaining wall at the above-captioned location on this project.

We have examined this in the field and have designed a retaining wall for this location as shown on our Drawing No. 19513, four copies of which are attached hereto. This is approved by our Division Office in Bend and our Bridge Design office. We are now asking for your approval of this design.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Enc.
TWL:fp
cc R. L. Porter
Ivan Merchant
Dean Swift
N. D. Krehbiel
Vernon Shull

RECEIVED
DEC 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 21, 1963

File Ref. D 315 - 2 - 93

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem 10, Oregon

CONSTRUCTION DIVISION
NOV 27 1963

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

By agreement of November 1, 1962 and a supplemental agreement now in the hands of the State for execution, both in connection with The Dalles Bypass Section of Interstate Highway 80N, the State is granted the right to reconstruct a portion of the existing Columbia River Highway on Railroad property and vicinity of the southerly end of the State's proposed Brewery Grade overcrossing structure at The Dalles, Oregon.

In rebuilding the present highway the State will place fill material for its westbound lanes known as the "W" line on parcels of land identified as Parcels Numbers 8, 9 and 15 in the above-mentioned agreements. Attached to the agreement of November 1, 1962 is an Exhibit "A" print dated June 15, 1962 on which Parcels Numbers 8 and 9 are illustrated by green color, and on Exhibit "E" print dated November 13, 1962, Revised September 17, 1963, attached to the supplemental agreement, Parcel Number 15 is indicated by orange color.

To accommodate the highway reconstruction work, the agreement of 1962 provided for relocation of the Railroad service road in this area by the State. New location for the service road would be between our tracks and the "W" line as shown in pink color on the aforementioned Exhibit "A" print and on Sheet 3 of the State's Plans for the Brewery Grade connection section, dated August 13, 1963. As shown on the Exhibit "A" print, the

service road in its new location would pass over the westerly end of our Side Track 20 opposite "W" line Station 19+25.

At the time the November, 1962 agreement was negotiated it was thought that we would be able to retire a short piece of Track 20 to permit construction of the service road. Upon re-examination of this matter, however, we find that our operations require us to retain the trackage for storage purposes. To keep the track clear for car storage in its present location, the proposed service road would have to be shifted a few feet southerly from its presently planned location. This is possible by construction of a wall to retain the new highway slopes.

After discussions with your field engineers at The Dalles, it appears that construction of this wall is the practical solution to our problem and a retaining wall about 130' long with a maximum height of approximately 9' at its center point would be required. The wall height, however, would decrease rapidly towards its ends.

Will you please review this matter and if feasible, revise the State's Plans for highway construction as indicated above. When available, we would appreciate receipt of the revised Plans for review and approval by our Companies.

It may be desirable for each party concerned to further supplement the agreement of November, 1962 due to this change in construction. Upon receipt of the State's revised Plans, we propose to solicit our Principals as to their wishes concerning this matter and will advise you accordingly.

Yours very truly,

G. H. Baker

RECEIVED
NOV 20 1963

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 15, 1963

FROM : A. W. Parsons, Division Engineer
08-35.8-EC Salem, Oregon

SUBJECT: Oregon Projects I-80N-3(35)83 and U-36(12)
Brewery Grade Connection

Reference is made to Mr. Ivan D. Merchant's letter of November 13, 1963 which transmitted copies of all pertinent correspondence relative to agreement with Robert W. Hunt Company for consultant engineering services. This service is for shop inspection of welded steel girders to be incorporated in work on the subject project.

Your solicitation for a quotation, the company's offer and your acceptance are evidenced by letters dated September 27, October 7, and November 12, 1963, respectively. It is our opinion that this agreement is not drawn up in proper accord with PPM 40-6 in that none of the correspondence set forth clearly what work is to be performed. We will, however, approve this agreement based on previous satisfactory performance of services provided by this company through your verbal arrangements with them.

May we suggest that in future agreements of this type you include details of work to be performed, such as type and frequency of test required, procedure of reporting inspection and test data, date or sequence of reports, action required in case of non-compliance etc., or as a minimum a direct reference to the standard specifications and special provisions.

You are authorized to proceed with work under the above mentioned agreement effective November 12, 1963.

RECEIVED
NOV 18 1963

RECEIVED
NOV 1 2 1963
FOR F...

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 4, 1963

Original signed
T. Dec

T. Dec, Assistant Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project U-36(12), I-80N-3(35)83
Brewery Grade Connection Section
Adjustment of Union Pacific Railroad Waterline

Reference is made to Mr. Litchfield's letter dated October 24, 1963.

The estimate and sketch map submitted therewith are approved, the work to be undertaken on and after September 26, 1963.

...
NOV ...
...
...

original to Litchfield
Joe Young
11-8-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 10 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

October 4, 1963

Original signed by
T. Dec
By: T. Dec
Engineering Coordinator

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2-EC

Oregon Project I-80N-3(35)83 - Brewery Grade Connection Section
Pacific N. W. Bell Telephone Company Utility Adjustment

Our memorandum dated July 22, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 1, 1963, furnished prior to award of contract for the physical construction, and the above mentioned utility's letter dated September 4, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated September 25, 1963.

This work should be eliminated from your project agreement estimate for Project U-36(12).

You were authorized to proceed with actual adjustments for the above mentioned utility effective on September 20, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original to file
copy to Litchfield
10-9-63

NOTED
LLOYD P. SHAW

RECEIVED
SEP 30 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

September 25, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.8-DA Salem, Oregon

Oregon Project I-80N-3(35)83
Brewery Grade Connection Section

Reference is made to Mr. Litchfield's letter dated September 6, 1963 concerning the adjustment of Northwest Natural Gas Company's main on subject project.

This will confirm our verbal approval to begin the work on September 25, 1963 under the provisions of PPM 30-4.

Your October 22, 1962 Staff Attorney's letter for Project I-80N-3(27)81 and the utility's August 22, 1963 letter are approved as the basis for agreement.

This work should be eliminated from your project agreement estimate for U-36 (12).

original To Litchfield
c.c. Young
9-30-63

RECEIVED
30 SEP 1 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

5

FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Wasco

PROJECT NO.: U-36(12)

6320

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 - Brewery Grade, The Dalles

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-61	0.398
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 295,938.00	$ 186,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Dwight H. Stuart
State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)
By: L. R. Backlund, Admin. Manager

Date executed by Division Engineer 9-13-63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Also, see attachment.

RECEIVED
★ Sep 19 1963 ★

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid
Project No. S-36(12)

RAILROAD GRADE CORRECTION SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1963

Type Code X541
Brewery Grade O'Ying (Sta. "C" 20+13.91 to Sta. "C" 22+51)(Contract 6320)

Shoring, Cribbing, etc.	All Required (40%)			$ 13,467.80
Structural Excavation	540 cu.yds.	$	7.00	3,780.00
Structural Excavation Below Elevation Shown	60 cu.yds.		30.00	1,800.00
Furnish 10" BP 42# Steel Piling	660 lin.ft.		5.00	3,300.00
Furnish 12" BP 53# Steel Piling	600 lin.ft.		6.00	3,600.00
Drive Steel Piles	40 only		60.00	2,400.00
Splice Steel Piles	10 only		40.00	400.00
Class "A" Concrete (707 cu.yds.)	All Required (51%)			48,450.00
55' to 60' Type III Prestressed Beams	5 only		1,100.00	5,500.00
60' to 65' Type III Prestressed Beams	5 only		1,200.00	6,000.00
Metal Reinforcement (125,900 lbs.)	All Required (43%)			20,425.00
Structural Steel (Carbon 6,300 lbs.) (Low Alloy 39,600 lbs.)	All Required (50%)			15,000.00
Metal Parapet Railing	485 lin.ft.		6.00	2,910.00
6-inch Standard Steel Pipe	90 lin.ft.		13.00	1,170.00
8-inch Standard Steel Pipe	40 lin.ft.		15.00	600.00
				$150,802.80
Work by Union Pacific R.R. Co.	All Required			17,405.00
	Subtotal			$146,207.80
	10% Engr. & Cont.			14,620.20
	Total			$160,828.00

Type Code 6201
Roadway (Sta. 2+40 to Sta. 24+86.75)(Contract 6320)

Retaining Walls

Structural Excavation	270 cu.yds.	$	5.00	$ 1,350.00
Structural Excavation Below Elevation Shown	30 cu.yds.		30.00	900.00
Class "A" Concrete	All Required			7,500.00
Metal Reinforcement	All Required			2,700.00

Roadway

Clearing and Grubbing	All Required			1,000.00
Drainage Excavation, Unclassified	300 cu.yds.		3.00	900.00
Embankment in Place	29,300 cu.yds.		1.25	36,625.00
Finishing Roadbed and Slopes	All Required			1,000.00

12-inch Corrugated Steel Pipe	34	lin.ft.	$ 5.00	$ 170.00
15-inch Corrugated Steel Pipe, 12 gage	460	lin.ft.	4.75	2,185.00
15-inch Corrugated Steel Pipe	90	lin.ft.	4.75	427.50
18-inch Corrugated Steel Pipe	190	lin.ft.	5.00	950.00
Concrete Inlets, Type "D"	1	only	125.00	125.00
Special Inlets	1	only	3,500.00	3,500.00
Adjustment of Drop Inlets	1	only	100.00	100.00
Concrete Manholes	1	only	500.00	500.00
Concrete Pressure Type Manholes	3	only	600.00	1,800.00
Metal Guard Rail	2,760	lin.ft.	3.00	8,280.00
Rail End Pieces	38	only	6.00	228.00
Type 2 Barricade	250	lin.ft.	2.75	687.50
Salvage and Stockpile Guard Rail	1,750	lin.ft.	1.00	1,750.00
Guide Posts, W-1	44	only	7.00	308.00
Guide Posts, Y-2	10	only	8.00	80.00
1-1/2 inch Electrical Conduit	260	lin.ft.	2.50	650.00
Coarse Crushed Material in Base	4,200	cu.yds.	3.25	13,650.00
3/4" - 0 Material in Base	1,150	cu.yds.	3.25	3,737.50
Sprinkling	300	M-gal.	3.00	900.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	54	cu.yds.	6.00	324.00
MC-250 Asphalt	8	tons	75.00	600.00
Class "B" Asphaltic Concrete	2,200	tons	12.00	26,400.00
				$120,327.50
Flagging (57½ of Contractor's Cost)	All	Required		2,500.00
			Subtotal	$122,827.50
			10% Engr. & Cont.	12,282.50
			Total	$135,110.00

Length of Roadway	0.353	Miles
Length of Structure	0.045	Miles (Spur)
Total Length	0.398	Miles
Cost of Roadway Per Mile	$382,747.87	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$160,828.00	$101,000.00	$ 59,828.00
Roadway	135,110.00	85,000.00	50,110.00
	$295,938.00	$186,000.00	$109,938.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

Work Retained in PUBLIC Status

Description	Total Cost	Federal Funds	State Funds
Work by City of The Dalles	$2,750.00	$1,732.00	$1,018.00
Work by Pacific Power & Light Co.	2,750.00	1,732.00	1,018.00
Work by Pacific N.W. Bell Tel. Co.	1,100.00	693.00	407.00
Work by N.W. Natural Gas Co.	550.00	343.00	207.00
	$7,150.00	$4,500.00	$2,650.00

[redacted] GRADE CONNECTION SECTION

PROJECT S-36(12)

Estimated cost of work by the Union Pacific R.R. Company

Furnish Labor and Materials for rearrangement of Track No. 200	$14,395.00	
Salvage Credit	-725.00	Credit
Furnish labor and materials for rearrangement of signal and communication lines	3,340.00	
Furnish labor and materials for catch basin and connection to 36-inch drain line	395.00	
	$17,405.00	

Oregon State Highway Department

Federal-Aid
Project U-36(12)

BREWERY GRADE CONNECTION SECTION OF THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 16, 1963

Type Code 1541
Brewery Grade O'xing (Sta. "C" 20+13.91 to Sta. "C" 22+51)

Shoring, Cribbing, etc.	All Required		(40%)	$ 2,000.00
Structural Excavation	540 cu.yds.	$	5.00	2,700.00
Structural Excavation Below Elevation Shown	60 cu.yds.		10.00	600.00
Furnish 10" BP 42# Steel Piling	660 lin.ft.		5.00	3,300.00
Furnish 12" BP 53# Steel Piling	600 lin.ft.		6.00	3,600.00
Drive Steel Piles	40 only		65.00	2,600.00
Splice Steel Piles	10 only		40.00	400.00
Class "A" Concrete (707 cu.yds. $85.00)	All Required		(51%)	60,095.00
55' to 60' Type III Prestressed Beams	5 only		900.00	4,500.00
60' to 65' Type III Prestressed Beams	5 only		1,100.00	5,500.00
Metal Reinforcement (125,900 lbs. $0.13)	All Required		(43%)	16,367.00
Structural Steel (Carbon 6,300 lbs. $0.25) (Low Alloy 39,600 lbs. $0.27)	All Required		(50%)	12,267.00
Metal Parapet Railing	485 lin.ft.		6.00	2,910.00
6-inch Standard Steel Pipe	90 lin.ft.		12.00	1,080.00
8-inch Standard Steel Pipe	40 lin.ft.		14.00	560.00
				$118,479.00
Work by Union Pacific RR Co.	All Required			$ 17,405.00
	Subtotal			$135,884.00
	10% Engr. & Cont.			13,588.00
	Total			$149,472.00

Type Code 6201
Roadway (Sta. 6+40 to Sta. 24+36.75)

Retaining Walls

Structural Excavation	270 cu.yds.	$	5.00	$ 1,350.00
Structural Excavation Below Elevation Shown	30 cu.yds.		5.00	150.00
Class "A" Concrete	All Required			8,250.00
Metal Reinforcement	All Required			2,473.00

Roadway			
Clearing and Grubbing	All Required		$ 2,000.00
Drainage Excavation, Unclassified	300 cu.yds.	$ 3.00	900.00
Embankment in Place	29,300 cu.yds.	1.40	41,020.00
Finishing Roadbed and Slopes	All Required		1,000.00
12-inch Corrugated Steel Pipe	34 lin.ft.	4.00	136.00
15-inch Corrugated Steel Pipe, 12 Gage	460 lin.ft.	12.00	5,520.00
15-inch Corrugated Steel Pipe	90 lin.ft.	4.50	405.00
18-inch Corrugated Steel Pipe	190 lin.ft.	5.50	1,045.00
Concrete Inlets, Type "D"	1 only	200.00	200.00
Special Inlets	1 only	3,000.00	3,000.00
Adjustment of Drop Inlets	1 only	600.00	600.00
Concrete Manholes	1 only	300.00	300.00
Concrete Pressure Type Manholes	3 only	350.00	1,050.00
Metal Guard Rail	2,760 lin.ft.	3.00	8,280.00
Rail End Pieces	38 only	5.00	190.00
Type 2 Barricade	250 lin.ft.	5.00	1,250.00
Salvage and Stockpile Guard Rail	1,750 lin.ft.	1.50	2,625.00
Guide Posts, W-1	44 only	7.50	330.00
Guide Posts, Y-2	10 only	8.00	80.00
1 1/2" Electrical Conduit	260 lin.ft.	2.50	650.00
Coarse Crushed Material in Base	4,200 cu.yds.	4.00	16,800.00
3/4" - 0 Material in Base	1,150 cu.yds.	4.50	5,175.00
Sprinkling	300 M-gal.	3.00	900.00
Preparation of Base	All Required		300.00
3/4" - 0 Material in Binder Course	54 cu.yds.	6.00	324.00
MC-250 Asphalt	8 tons	70.00	560.00
Class "B" Asphaltic Concrete	2,200 tons	11.00	24,200.00
			$131,068.00
Flagging (57½% of Contractor's Cost)	All Required		$ 2,500.00
Utilities			
Work by City of The Dalles	All Required		$ 2,500.00
Work by Pacific Power & Light Co.	All Required		2,500.00
Work by Pacific N.W. Telephone Co.	All Required		1,000.00
Work by N.W. Natural Gas Co.	All Required		500.00
			$ 6,500.00
	Subtotal		$140,068.00
	10% Engr. & Cont.		14,006.00
	Total		$154,074.00

Length of Roadway _ _ _ _ _ _ _ _ _ 0.353 Miles
Length of Structure _ _ _ _ _ _ _ _ 0.045 Miles (Spur)
Total Length_ _ _ _ _ _ _ _ _ _ _ _ 0.398 Miles
Cost of Roadway Per Mile_ _ _ _ _ _ $436,470.25

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$149,472.00	$ 93,000.00	$ 56,472.00
Roadway	154,074.00	97,000.00	57,074.00
	$303,546.00	$190,000.00	$113,546.00

BRUNEY GRADE CONNECTION SECTION

PROJECT U-36(12)

Estimated cost of work by the Union Pacific RR Company.

Furnish Labor and Materials for Rearrangement of Track No. 200	$14,395.00
Salvage Credit	-725.00 Credit
Furnish Labor and Materials for Rearrangement of Signal and Communication Lines	3,340.00
Furnish Labor and Materials for Catch Basin and Connection to 36" Drain Line	395.00
	$17,405.00

BREWERY GRADE CONNECTION SECTION

PROJECT NO. U-36(12)

PRESTRESSED BEAM QUANTITIES

55' to 60' Beams

Overhead			$ 75.00
Class "A-A" Concrete	8.69 cu.yds.	$52.00	451.88
Metal Reinforcement	1000 lbs.	0.12	120.00
Prestress Steel	732 lbs.	0.40	292.80
			$939.68

60' to 65' Beams

Overhead			$ 100.00
Class "A-A" Concrete	9.27 cu.yds.	$52.00	482.04
Metal Reinforcement	1040 lbs.	0.12	124.80
Prestress Steel	875 lbs.	0.40	350.00
			$1,056.84

RECEIVED
SEP 3 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 28, 1963

By: DRL
D. R. Lovejoy
Acting District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.0

Oregon Project U-36(12)
Brewery Grade Connection Section
Union Pacific Railroad Company Agreement

The subject agreement, dated November 1, 1962, has been approved this date.

RECEIVED
AUG 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
cc Young
Litchfield
f-30-63

NOTED
LLOYD P. SHAW

RECEIVED
JUL 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

July 22, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
G. R. Brooks
By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Projects I-80N-3(35)83 and
U-36(12)
Brewery Grade Connection Section
Structures, grading and paving

P. S. & E. documents for the subject projects have been reviewed and are hereby approved. You are authorized to advertise the combined projects for bids. A signed copy of title sheet is returned herewith for each project.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, is now available for occupancy and contractor's use, and that no displacement of people was necessary after relocation assistance requirements were established as indicated in Mr. Wright's July 15, 1963 letter.

Our approval is with the further understanding that contract provisions relative to non-discrimination, furnished with Instructional Memorandum 20-1-63, dated July 18, 1963, will be furnished to prospective bidders and be physically included in the contract for the work.

The proposed railroad agreement submitted with Mr. Paxson's letter of July 3, 1962 in conjunction with Project I-80N-3(27)81 was reviewed and considered satisfactory with the understanding that a supplemental agreement would be issued covering modification in exchange of properties. The November 1, 1962 U.P. Railroad Co. agreement will be approved when the recently executed and two conformed copies are furnished. You are now authorized to proceed with railroad work included in Project U-36(12). Written evidence that the railroad company has approved the design plans should be submitted prior to our concurrence in award.

Your November 22, 1960 agreement and September 20, 1962 supplement thereto with the City of The Dalles, applicable to this project, were approved in conjunction with Project I-80N-3(27)81.

Your July 17, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the estimate for Project U-36(12) also should be furnished

original To
Young 10:47
Attach
cc Gifford
7-26-63

NOTED
LLOYD P. SHAW

Projects: I-[illegible]4-3(35)83 [illegible]ay 22, 1963
U-36(12)

Prior to our concurrence in award of contract. Authorization to proceed with all reimburseable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe and July 1, 1963 issue of Supplemental General Provisions is approved for these specific projects.

For the prestressing reinforcement on the overcrossing of the U.P.R.R., the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

RECEIVED
JUL 18 1963
FOR FILING

Salem, Oregon
July 17, 1963

Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

Mr. C. Dean Smith, The Dalles, contacted me at 11:10 this morning advising that he had talked to Port Manager Kinsey and could only report that the proposition of the road from Brewery Grade Interchange to the grain elevator was status quo.

Mr. Smith reported Mr. Kinsey as saying "the Port Commission had met and took the position that they did not, at this time, want to say yes to the project and would like to sit on it for awhile". In other words, they are not about to say yes but they do recognize the advantages of the proposal and probably hope that in the final analysis it will be brought to bear that we will build it for them.

I am sure you can read further between the lines sufficiently to know what else was said at the Port Commission meeting.

Victor D. Wolfe
Administrative Assistant

VDW:hlb

RECEIVED
JUN 17 1963
FOR FILING

Salem, Oregon
June 14, 1963

Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

Proposed Wheat Truck Route From
Brewery Grade Interchange to
Grain Elevators

Per your instructions, I met today with Mr. C. Dean Smith, City Manager of The Dalles, and Mr. Dolph Kinsey, Manager of the Port of The Dalles. With plans in hand, I discussed with the two gentlemen the possibility of a ramp from the Brewery Grade Interchange westerly along the south side of the freeway which could be used to serve wheat trucks headed to and from the grain elevator at the Port dock.

I explained that State and Federal monies could not be used westerly of a point where the ramp met natural ground which is approximately opposite Station 2358 on the freeway. I very carefully explained that the Bureau of Public Roads, while not favoring this ramp, would undoubtedly approve it provided an adequate facility was in existance or firmly committed from the end of this ramp to the grain elevators.

During the discussions it was agreed that a facility comparable to the proposed ramp would be considered adequate, specifically a facility with 20-foot oil mat wearing surface and two 2 to 4 foot shoulders. Both Mr. Smith and Mr. Kinsey felt that such a facility would be of great benefit to both the City and the Port. Mr. Smith, however, indicated that he anticipated a problem, as you might guess financial, in that the normal procedure in the City of The Dalles is to construct a street or roadway and assess the abutting properties. If this particular facility were constructed, the abutting property, by and large, would be public and be exempt from such an assessment.

Mr. Smith is to discuss this privately with his City Council and Mr. Kinsey is going to discuss it with the Board of Commissioners of the Port after the city engineer has given them an estimate of the costs involved to construct their portion of the facility. Mr. Smith will then advise us as to their decision. When asked how soon we needed this I requested that their answer be expedited as much as was within reason.

Victor D. Wolfe
Administrative Assistant

VDW:hlb

S-509(1) Nehalem River (Fishhawk) Br. 1963
Sec., Fishhawk Rd., S.W. of
#6321 Clatskanie near Birkenfeld



CAH
2632

Ref 648
Col. Co.

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 84858

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
-10-5	3	

CREDIT DISTRIBUTION

505-1056-27

RECEIVED
JUN 11 1965
ENGINEER
COUNTY & CITY DIVISION

- Col[illegible] County
- Courthouse
- Salem, Oregon
- Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Chehalem River (Hickory Flat), [illegible] Covered by agreement dated August , 1963.			
County advance deposit		[illegible]	
Less amount previously transferred		[illegible]	
Balance advance deposit			1,[illegible].00
County share construction cost		[illegible]	
Less amount previously transferred		[illegible]	
Balance due			1,113.[illegible]
Amount required			[illegible].54

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
JUL 3 1964
LOUIS J. WASSER, COMMISSIONER
FOR FILING

(13664) Box 111

O. D. CLARK, COMMISSIONER
ST. HELENS

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

June 24, 1964

REFERRED TO
Bridge Dept.
BY SECRETARY

RECEIVED
JUL - 2 1964

Oregon State Highway Department
Salem, Oregon

Dear Sirs:

Mr. George Danforth, Resident Engineer on the Fish Hawk Bridge job, reminded the Court that the County had not as yet formally accepted the Fish Hawk Bridge and this letter is to advise that an inspection of same was made and the bridge is accepted by the County.

Yours very truly,

COLUMBIA COUNTY COURT

By: John W. Whipple
Chairman

JWW:s
cc: Mr. George Danforth
Box 169
Tillamook, Oregon

Copy to County City Co

JUL 6 1964 PM
ALL 1 2 3 4 5 6

NOTED
J. LIBRORIAN

RECEIVED
JUN 25 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
J. G. CANFIELD

RECEIVED
JUN 1 1 1964
FOR FILING

June 11, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On May 14, 1964, we wrote to you concerning release of final payment on contract #6321, awarded to C. J. Montag & Sons, for structure-grading-stone base on the Nehalem River (Fishhawk Bridge) Section of the Fishhawk Road (FAS 648) in Columbia County.

Final payment on this contract is $9,623.18 and the total contract amount is $174,937.60. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jz

cc: Glens Falls Insurance Co.,
Edward C. Larkins Agency
Woodlark Bldg.,
Portland 5, Oregon

cc: C. J. Montag & Sons
7805 NE Halsey Street
Portland, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAY 13 1964
FOR FILING

May 13, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed April 25 on Contract No. 6321. The contract was with C. J. Montag and Sons and was for work on the Nehalem River (Fishhawk) Bridge on Fishhawk Road in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 13, 1964, and that you concur in this procedure at the Commission meeting on May 28.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Avery
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

Columbia
For 6321

505-1056

FORM H-30X—80M—12-63 34677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1964

NOTED
P. B. Arensmeier

To: Mr. George Danforth
Resident Bridge Engineer
D e p a r t m e n t

SUBJECT: Nehalem River (Fishhawk) Bridge Section
Columbia County FAS
Contract No. 6321

NOTED
R. H. PRANGE

NOTED
R. M. ALLISON

In confirmation of my radio message of this date, please be advised that Columbia County has informed the Highway Department that they will do the rock slope protection work along the bank of the Nehalem River downstream from the bridge.

I have notified George Marr of this decision and informed him that there was no need for him to hold his equipment on the project any longer because of this contemplated work.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc Mr. Ivan Merchant
Mr. H. S. Cox

RECEIVED
APR 21 1964
ENGINEER
COUNTY & CITY DIVISION

Salem, Oregon
April 14, 1964

NOTED
R. M. ALLISON

NOTED
H. S. CO

Fishhawk Bridge Section
FAS 648, Columbia County

NOTED
P. B. Arensmeier

Mr. R. D. Asburry
Division Engineer
O F F I C E

NOTED
DON HARWELL

On April 13, R. H. Prange and I met with the Columbia County Court and they have requested a price agreement to cover the eroded bank section on the downstream side of the above bridge section. They further requested the sloping and dressing of the bank to be done with a dragline shovel and also suggested that the fill material should be secured from the Oak Ranch County Road from county-owned right-of-way approximately 1.5 miles northerly of the Oak Ranch quarry.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

cc: Columbia County Court

Copy to Merchant
4-14-64 V.J.

PA To Supt. - County will do the work 4-17-64

Fac 648, Columbia Co.

NOTED
P. B. Arensmeier

Tillamook, Oregon
April 3, 1964

NOTED
R. M. ALLISON

Nehalem River Bridge
Fishhawk Road
Contract 6321

Mr. R. E. Asburry
Division Engineer
Salem, Oregon

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Referring to your letter dated March 18th, I received from Mr. Marr yesterday the information requested regarding an estimate of the cost of placing loose riprap.

After our phone conversation, the estimated yardage was revised to 500 cubic yards for which a price of $5.15 has been quoted which will include the removal of the large stump and several logs, the dressing of the slope to a reasonably uniform surface, and placing the 500 yards of rock.

Since this seemed rather high, I discussed the matter with Mr. Marr. It is their opinion that only a dragline can dress the slope for some time to come, and I believe that removal of the stump and logs will leave the slope such that no great amount of rock will be lost over that required if it is leveled out. Then, omitting the dressing of the slope, a price of $4.75 per yard was quoted.

Water is flowing out of the bank in the erode area, probably equal to a 1½" pipe in one spot and several minor trickles in other places, making the "benched" lower section of the slope very soft. Therefore, I expect several truck loads to be required before any build-up of rock will occur whether or not the slope is dressed up.

It is my belief that the omission of the slope dressing will be cheaper though loss of rock may be slightly greater than if the slope is dressed.

George Danforth
Res. Br. Engineer

cc Mr. I. D. Merchant
Mr. H. S. Cox

RECEIVED
APR - 6 1964
ENGINEER
COUNTY & CITY DIVISION

505-1056

FORM E-30X —COM— 12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1964

NOTED
R. M. ALLISON

SUBJECT: Nehalem River Bridge
Fishhawk Road
Columbia County FAS
Contract 6321

NOTED
DON HARWELL

To: Mr. George Danforth
Resident Bridge Engineer
Oregon State Highway Department
Box 169
Tillamook, Oregon

NOTED
R. H. PRANGE

As you may know, some erosion has occurred on the bank of the Nehalem River some 70 to 100 feet downstream from the new bridge. We would like for you to get an estimate of cost for us from the contractor for placing loose riprap material along the river bank from the fill area of the approaches to the subject bridge continuous downstream to and including the eroded area. A rough estimate of the yardage would be 250 cubic yards. We do not want an Extra Work Order or Price Agreement at this time but would like to have a fairly firm commitment from the contractor as to what he would charge us for this work.

The material would be available from the same source as specified in the contract as sources for base material.

Your early attention to this matter would be appreciated.

For R. D. Asburry
Division Engineer

RDA:AM
cc Mr. H. S. Cox

RECEIVED
MAR 23 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

February 28, 1964

NOTED
DON HARWELL

Hon. John W. Whipple
Columbia County Judge
Courthouse
St. Helens, Oregon

NOTED
P. B. Aransmeier

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

Dear Sir:

In response to your inquiry regarding the proper timing of a dedication ceremony for the Fishhawk Bridge on FAS 648, I contacted Mr. Twedt of the Associated General Contractors who was most cooperative. He will consult the contractors, C. J. Montag & Sons, regarding the date that they would have the bridge in proper condition for the dedication and you will be advised at least ten days in advance of this date.

The latest report from our Resident Engineer on this project gave an estimated completion date of April 10.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. K. W. Twedt, Assistant Manager
Associated General Contractors
129 S.W. 3rd Avenue
Portland, Oregon

NOTED
V. R JONES

RECEIVED
SEP 17 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6321

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 16, 1963

Bureau of Public Roads
477 Cottage NE
Salem, Oregon

Nehalem River (Fishhawk) Bridge
F.A.P. S-509(1)
Oregon Contract #6321

Gentlemen:

The contractor started work on the above project on September 9, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:al

CC: Accounting Division
L. H. Young
Doug Parkes
√ Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MONTHLY TRANSACTION NO.
SEP 24 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

FOR[illegible]-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-13-63

STATE: Oregon

COUNTY: Columbia

PROJECT NO.: S-509(1)

PROJECT REPORT NO.: 4

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. - Fishhawk Section, 1 mi. NE Birkenfeld

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-63	0.294
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ $195,416.00	$ 123,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd V. Stein
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)
K.R. Backlund
By: L. R. Backlund, Admin. Mgr.

Date executed by Division Engineer SEP 1[illegible]

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the changes set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Also, see attachment.

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid Secondary
Project No. S-509(1)

[illegible] (FISHERMAN BEND) SECTION

OF FAS 640 IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 26, 1963

Type Code X031
Highway Bridge (Br. #13668-A) (Sta. 9+61 to Sta. 12+23) (Contract 6321)

Remodel Old Bridge and Provide for Traffic	All Required		$ 6,125.00
Shoring, Cribbing, Etc.	All Required		9,000.00
Structural Excavation	531 cu.yds.	$ 5.50	2,915.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish Treated Timber Piling	1,525 lin.ft.	1.35	2,058.75
Drive Timber Piles	39 only	90.00	3,510.00
Class "A" Concrete (528 cu.yds)	All Required		43,512.00
Metal Reinforcement (195,000 lbs.)	All Required		11,750.00
Structural Steel (Carbon 23,000 lbs.) (Low Alloy 136,400 lbs.)	All Required		42,938.00
8-inch Metal Drain Pipe	50 lin.ft.	3.50	175.00
	Subtotal		$122,583.75
	10% Engr. & Cont.		12,258.25
	Total		$134,842.00

Type Code 2010
Roadway (Sta. 2+00 to Sta. 17+50) (Contract 6321)

Clearing and Grubbing	All Required		$ 9,000.00
Embankment in Place	33,000 cu.yds.	$ 0.95	31,350.00
Finishing Roadbed and Slopes	0.24 miles	2,200.00	528.00
18-inch Culvert Pipe	80 lin.ft.	5.50	440.00
Grid Rolled Material in Base	3,400 cu.yds.	3.25	11,050.00
Hauling and Placing 3/4"-0 Material in Leveling Course	700 cu.yds.	3.25	2,275.00
Sprinkling	100 M-gal.	3.25	325.00
			$ 54,968.00
Flagging (57½¢ of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$ 55,068.00
	10% Engr. & Cont.		5,506.00
	Total		$ 60,574.00

Length of Roadway . . . . . 0.245 mile
Length of Structure.. . . . . 0.049 mile
Total Length . . . . . 0.294 mile
Cost of Roadway Per Mile. $247,243.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$134,842.00	$84,900.00	$24,971.00	$24,971.00
Roadway	60,574.00	38,100.00	11,237.00	11,237.00
	$195,416.00	$123,000.00	$36,208.00	$36,208.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chps. 529, Laws 1939.

Funds for Maint.: Chps. 529, Laws 1939.

OREGON STATE HIGHWAY DEPARTME

INVOICE

RECEIVED
AUG 20 1963
ENGINEER
COUNTY & CITY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-20-63	CC 928		505-1056-297

INVOICE NUMBER 79426

•Columbia County
•Courthouse
•St. Helens, Oregon
•
Att: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit	NOTED R. H. PRANGE		40,000.00
Partial transfer of County's Advance Deposit for the Nehalem River (Fishhawk Bridge) Section of FAS 618. Covered by agreement dated August 9, 1963.			30,000.00
To be retained			10,000.00

NOTED
DON HARWELL

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ .....

By .....

NOTED
R. M. ALLISON

A 150 (REVISED 7-60)

LOUIS J. WASSER, COMMISSIONER
GOBLE

O. D. CLARK COMMISSIONER
ST HELENS

NOTED
H. S. COX

Columbia County Court

JOHN W WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

August 16, 1963

NOTED
DON HARWELL

RECEIVED
AUG 19 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem 10, Oregon

NOTED
V R

Re: Nehalem River (Fish Hawk)
Bridge Section on FAS 648

Dear Mr. Cox:

NOTED
R. M. ALLISON

Replying to your letter of August 15, 1963, please be advised that you will find enclosed herewith two Columbia County warrants totaling $40,000.00 as an advance deposit necessary to award a contract in the above project.

Although this bridge is costing us a bit more than we originally planned, it is our feeling that we had better proceed with it because we might not be able to better ourselves by deferring the matter longer. The bridge is a necessity and the quicker we can get it built the better we will feel about it.

Kindly advise us as soon as the contract is awarded in order that we may remove the merchantable timber off the lands we are acquiring.

Yours very truly,

COLUMBIA COUNTY COURT

By John W. Whipple
John W. Whipple
County Judge

JWW:s

Enc.

Checks to Here
8-19-63
VJ

NOTED
H. S. COX

August 15, 1963

NOTED
DON HARWELL

Columbia County Court
Courthouse
St. Helens, Oregon

NOTED
V. R. JONES

Gentlemen:

On August 13, a satisfactory bid was received from C. J. Montag & Sons, Portland, for the Nehalem River (Fishhawk) Bridge Section on FAS 648. As per agreement between county and state, the following advance deposit is required of county prior to award of a contract:

Bid Items	$177,551.75
Flagging	100.00
Subtotal	$177,651.75
12-1/2% Engineering & Contingencies	22,206.47
Estimated Total Cost	$199,858.22

County Advance Deposit
20% of $199,858.22 = $39,971.64 or say $ 40,000.00

Please make this deposit by means of a check or warrant in the amount of $40,000 made payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

HSC:mm

RECEIVED
AUG 12 1963
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
August 9, 1963

FAS-C Finance Agreement
Nehalem River (Fishhawk Bridge) Section
FAS 648, Columbia County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Don Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a finance agreement with Columbia County covering the Nehalem River (Fishhawk Bridge) section of FAS 648 in Columbia County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 1

LOUIS J. WASSER, COMMISSIONER
GOBLE

O. D. CLARK COMMISSIONER
ST. HELENS

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

August 2, 1963

NOTED
J. HARWELL

NOTED
V. R. JONES

RECEIVED
AUG - 5 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

Mr. H. S. Cox
County and City Engineer
State Highway Department
Salem 10, Oregon

Attention: Verne R. Jones
Planning Engineer

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

Dear Mr. Jones:

Reference is made to your letter of July 24, 1963 concerning copies of an agreement in connection with the Nehalem River (Fishhawk) Bridge Section of F.A.S. 648. Enclosed herewith you will find the agreements duly executed by the County Court and signatures attested to by the County Clerk.

In confirming my telephone conversation this date with your office, please be advised that Columbia County will cut, trim and stockpile all merchantable timber on the right-of-way and lands belonging to Mr. and Mrs. J. E. Lonnquist, Mr. & Mrs. Howard G. Jones, Mr. and Mr. R. G. DuPuis and Lawrence H. Jepson. We were unable to get options on this property without that specific provision written in the option. Your letter to bidders should reveal this fact and should be taken into consideration by them in their bidding.

Yours very truly,

COLUMBIA COUNTY COURT

By John W. Whipple
John W. Whipple
County Judge

JWW:s

Enc.

NOTED
R. M. ALLISON

Spur to M. S.
~~Nehalem~~ Bridge
Fish Hawk

8/5/63
on Thur 8/1/63 Kay Asbury and I talked to the Judge and it was agreed that County's proposal is O.K.
over

I then explained the situation to M.L. Porter and the method of the County doing the clearing prior to award of a contract is O.K.
I the informed L.H. Young whose office sent out a letter explaining this to Contractors who have plans out on this job.

Jesse E Graham

NOTED
Harold C. Ayers
7-10-63

NOTED
D. GRAHAM

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
H. S. COX

NOTED
DON HARWELL

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-509(1)

Highway No. FAS 648

Project Name Fishhawk Bridge Section

NOTED
R. H. PRANGE

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at St. Helens, Oregon, this 10th day of July, 1963.

Columbia County Court

John W. Whipple
Judge

Louis J. Wasser
Commissioner

O. D. Clark
Commissioner

*NOTE: Certify either paragraph 2 or 3.

NOTED

TC Wright 7-29-63
V. J

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

NOTED
H. S. COX

June 3, 1963

NOTED
DON HARWELL

The Honorable Judge J. W. Whipple
Courthouse
St. Helens, Oregon

NOTED
V R JONES

Dear Sir:

Enclosed are two copies of a certification of the acquisition of the right of way for the Fishhawk Bridge Section of FAS 648. We will have to have the signed copies in our office by June 10th in order to keep this project on the July 16th bid letting.

Also enclosed is a copy of a letter from Mr. R. D. Asburry, Division Engineer, in which he notes that the three pile trestle spans on the south end of the bridge will be removed in connection with the grading work. It is assumed that the County will remove the remainder of the old bridge as originally planned.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:eb
Encls.

NOTE

Judge Whipple in 6/6/63 regarding price of subject bridge, Bob will call 6/7/63 and give data to him. County will draw warrant on 62-63 Funds and balance on 64-65 Funds

DGJ

FORM E-30X—50M—10-62 40823

NOTED
Harold C. Avers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
May 31, 1963

SUBJECT: Nehalem River (Fishhawk Bridge) Section
Columbia County FAS 648

To:

Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

NOTED
DON HARWELL

The preliminary plans for the subject section have been reviewed by this office. Attached is a set of these plans showing in red some additions or corrections recommended by this office. These corrections or additions are as follows:

A road connection to be constructed on the left, Station 3+50.

A road approach to be constructed on the right opposite Station 14+00.

The contract to include the removal only of the southerly three approach spans of the existing bridge. The main span and northerly approach spans to be left in place for removal by the County. The three southerly approach spans have to be removed to complete the embankment work in this area.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. J. E. Morelock
Mr. Ivan Merchant
Mr. H. S. Cox

NOTED
V. R. [illegible]

RECEIVED
JUN - 3 1963
ENGINEER
COUNTY & CITY DIVISION

FORM E-30 SOM 5-62 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1963

To: Mr. H. S. Cox
County & City Engineer
Highway Building

SUBJECT: OPTIONS
Nehalem River Bridge Section
Fishhawk County Road
Columbia County

Attached you will find 2 original option forms in quadruplet covering right of way to be acquired in connection with the Nehalem River Bridge Section of the Fishhawk County Road in Columbia County.

Please return a signed or conformed copy of each option to the State Highway Department so that we may inform the Engineers of the conditions, if any, on each transaction.

We are forwarding under separate cover 4 prints of map No. 10C-42-10 covering this area and bearing our date of May 20, 1963.

File No.	Name	Area
35515-A	Howard G. Jones, et ux	2.3 Acres
35515-B	Lawrence H. Jepson, et ux	0.6 "
		0.1 "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:jm
enc. 2 Options

cc: R. D. Asburry
E. J. Benner

RECEIVED
MAY 2[illegible] 1963
ENGINEER
COUNTY & CITY DIVISION

LOUIS J. WASSER, COMMISSIONER
GOBLE

NOTED
Harold C. Ayers

O. D. CLARK, COMMISSIONER
ST. HELENS

Columbia County Court

JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

May 17, 1963

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Vern Jones
County-City Public Relations Division

Re: Fish Hawk Bridge

Dear Mr. Jones:

Pursuant to our phone conversation this date, please be advised that Columbia County will provide the Borrow pit as a source for the fill material for the bridge. We will also have stockpiled at the Oak Ranch pit the 800 yards of 3/4 inch minus.

As a source of pit run base rock, the contractor can obtain the 3,600 yards you state you will need from either the Mist Mountain pit or at the Oak Ranch pit.

If there is any additional information you need, kindly advise.

Yours very truly,

John W. Whipple

John W. Whipple
County Judge

JWW:s

RECEIVED
MAY 20 1963
ENGINEER
COUNTY & CITY DIVISION

MEMO TO J. W. NASH Date: 4/10/63

FAS 648, COLUMBIA COUNTY FISHHAWK BRIDGE SECTION NOTED DON HARWELL NOTED H. S. COX

TERMINI: From a county road junction approximately 1.0 mile northeast of Birkenfeld southerly to a junction with the Nehalem Highway, FAS 601, approximately 1.0 mile northeast of Birkenfeld.

PROPOSED WORK: Grade, drain, rock surface, and construct a bridge 260' long.

NOTED R. H. PRANGE

PROJECT LENGTH: 0.33 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$170,000	$102,000	$34,000	$34,000	(County)

EXISTING FACILITIES: The present bridge is 418' long and 15' wide. This bridge is too narrow and the timber trestle spans need replacement of piling, caps, and stringers. The H-8 rating on the main steel span is too low for log hauling. The road connections have an inadequate width of roadway ranging from 15' to 20' with a light gravel surface.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: 20' roadway with 18' of graveled surface.

SOUTH/~~WEST~~ END: FAS 601.

PROJECT DATA: Grade, drain, and place quarry run base 12" in depth and a 3" crushed leveling course. A combination steel and reinforced concrete bridge 260' long and 26' in width will be constructed. There will be an 18° curve on the northeasterly end and a "Y" connection to the Nehalem Highway on the southeasterly end. Maximum grade is 6%. The finished gravel surface will be 30' wide and the county will place a 22' oil mat wearing surface at a later date.

RIGHT OF WAY: Minimum 50 feet.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: Adequate for mountainous area.

SYSTEM ACTION: Completed.
PUBLIC HEARING: None.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: Route serves a timbered area, with farming in the small valleys. Log hauling, milk, school bus and mail routes.

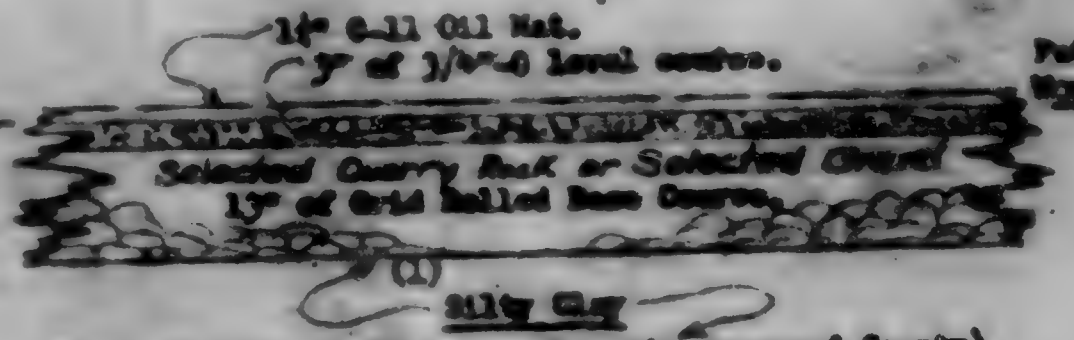
VRJ:mm

RECEIVED
APR 29 1968

NOTED
LLOYD C. SHAW
FOR FILING

Kodiak Island — Mouth of Pasagshak Bay Rd. — Sec. ____

TYPICAL SECTIONS Traffic Classif. - MEDIUM (LOADING AREA)



(Typical Soil sample taken from the proposed County) (gravel borrow pit located near the northerly end of) (the bridge.

(1) Typical Soil

46	%
22	%
68	% P200 (No Sol.)
1	% Gravel
2	% Coarse Sand
13	% Fine Sand
46	% Silt
36	% Clay
7	PI Value (Corrected)

AASHO Classif. - A-7-6 (13)

Future	14	Base
	9	Level
	13	Grid Rolled Base
16	22½	Future Soil

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

D.P.H.
State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Testing Engineer
Bridge Engineer

Submitted by
Recommended by
Staff Assistant
Construction Engineer

Recommended by
Approved by

Engineer of Materials
Deputy State Highway Engineer

PAVEMENT TYPE SELECTION

FISHBEAK BRIDGE SECTION
F.A.S. 648
COLUMBIA COUNTY
Prefix 505-1406

Factors Governing Selection

Present 1980 % Heavy
Classification: [illegible] ADT [illegible] ADT [illegible] Vehicles 15
(NOTE: Increase classification one step for heavy logging use) (LOCATED AREA.)

Characteristics: See design chart attached

Frost Penetration _____ Annual Precipitation [illegible] 60"

Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
Remarks: _____

Comparisons: Not appropriate due to other factors.

Secondary Factors Governing Selection

Cost Existing Pavements: Generally Oil Mats

Construction: No problem

Surface or Elevated Design: Surface

Availability of Aggregates: No problem

Degree of Competition: Not appropriate

Construction Consideration: No problem

Labor Preference, Participating Local Government Preference, and Encouragement of Local Industry: County preference

Energy _____ Not a factor

Possibility of an Adaptation of Local Materials or of Local Commercially Available Mixes: Not a problem

COMMENTS AND REMARKS:

Plan to place oil mat at a future date.

RECEIVED
OCT 3 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 28, 1962

A. W. Parsons, Division Engineer
Salem, Oregon

FAS 648 - Fishhawk Bridge Section
Location Prospectus

Reference is made to Mr. F. D. Morgan's letter of September 25, 1962 which transmitted a copy of the subject prospectus to this office.

The location prospectus, which proposes the relocation and replacement of an existing bridge across the Nehalem River approximately one mile east of the community of Birkenfeld on FAS Route 658, has been reviewed by this office and is satisfactory.

original To Morgan
copy To Young
10-2-62

NOTED
R. L. PORTER

NOTED
Harold C. Ayers

Salem, Oregon
March 6, 1963

NOTED
H. S. COX

Fishhawk Bridge Section
FAS 648, Columbia County

NOTED
DON HARWELL

Mr. F. W. Yarbrough
S H O P S

NOTED
V. R. JONES

This project was originally planned for a structure only with grading and surfacing to be constructed by Columbia County forces. The grading and surfacing will now be included in the FAS contract. The grading will consist mainly of borrow embankment and a proposed borrow site is located near the northerly end of the bridge.

It is hoped that quarry run material can be used in the base and a prospective source is a county pit located north of Mist on Clatskanie Mountain. This material was used by the State Highway Department on a detour near Clatskanie. If this source is not satisfactory, possibly the quarry on Oak Ranch Creek would be suitable. The county will furnish crushed material from their stock piles at the Oak Ranch Creek site. Would you please investigate these sources and provide a base design.

Verne R. Jones
County & City Planning Engineer

VRJ:mm

cc: Ray Asburry

Copy to Mr. Hall
" Mr. Bissell

NOTED
V R JONES

NOTED
JOHN D. GRAHAM

RECEIVED
1962
FOR FILING

LOCATION PROSPECTUS
FISHHAWK BRIDGE SECTION
FAS 648
COLUMBIA COUNTY

The following prospectus is submitted on the proposed replacement of Fishhawk Bridge. This bridge, crossing the Nehalem River, is located on FAS 648, which is a county road on the Federal-aid Secondary System. The bridge is approximately one mile east of the community of Birkenfeld. The total length of the project is 0.25 mile.

This will be a location survey to prepare plans, specifications and estimates for the relocation and construction of an existing county bridge. No towns or communities will be affected by this project.

Reconnaissance is not necessary. Routine soils and foundation investigations will be made. There are no special drainage problems. An economic analysis is not needed at this time.

The existing 1961 ADT is 100 and the projected 20-year ADT is 150. Traffic warrants a Class "E" highway with maximum grade and curvature of 6 per cent and 18 degrees respectively. The typical section for approaches will be two 11-foot lanes with 4-foot shoulders and the horizontal clearance on the new bridge will be 26 feet. Approaches will be built by the county. The existing bridge will be used as a detour during construction. Deviations from State and Federal standards are not anticipated.

The rise and fall and central angle data for the proposed alignment will be determined during the survey.

There are no railroad crossings or airports near this project.

The tentative base design for approach construction is:

Wearing Surface	1-1/4" Oil Mat
Top Course Base	2 " Level
Bottom Course Base	12 " Coarse Base
Total Depth	15-1/4"

(Base design is subject to change upon completion of soils investigation.)

Materials are available from local or county sources.

NOTED
FORREST COOPER

Agreements will be required with Columbia County. A public hearing will not be required on this project.

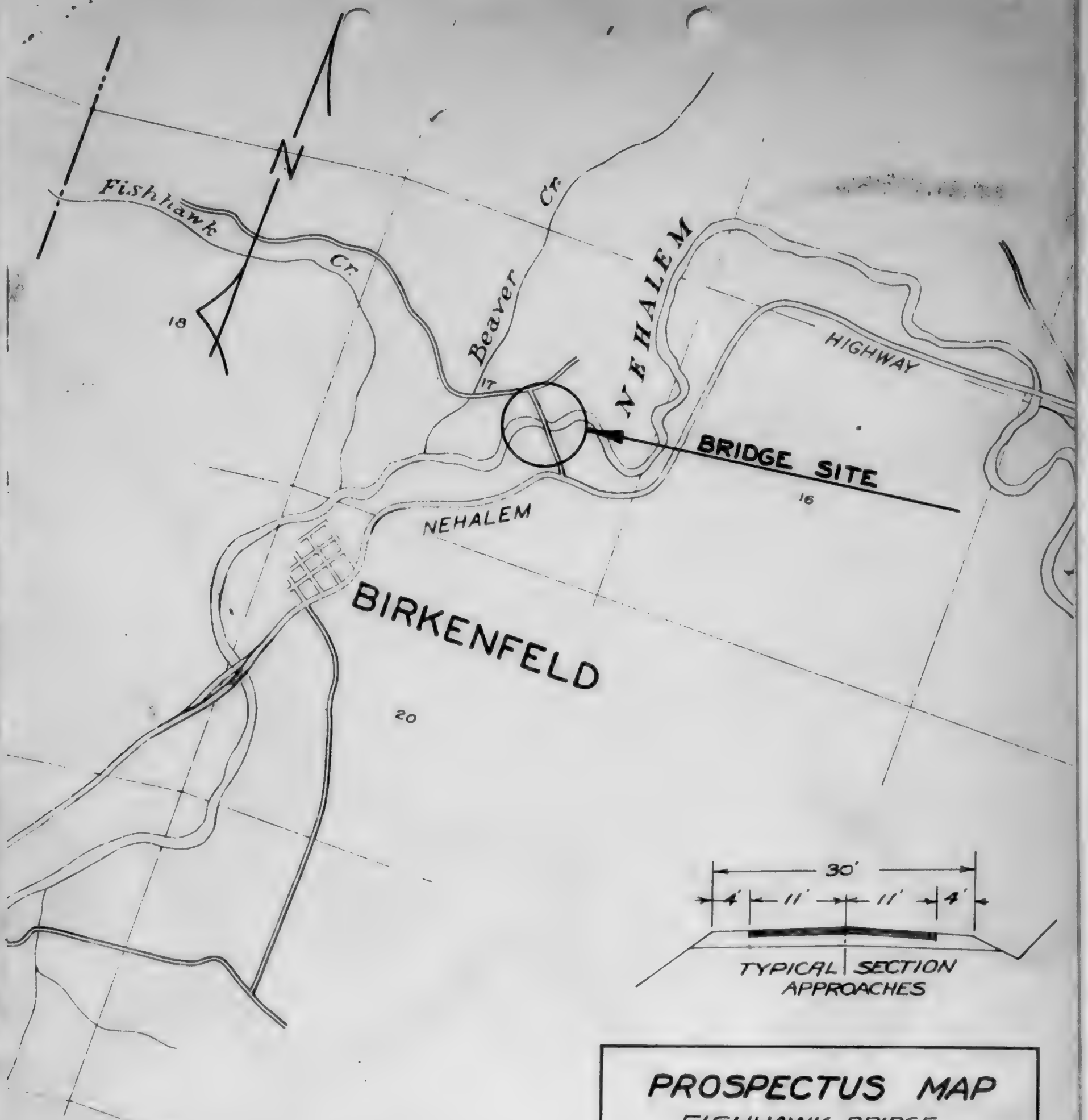
There are no State parks or roadside rest areas affected by this project.

September 26, 1962

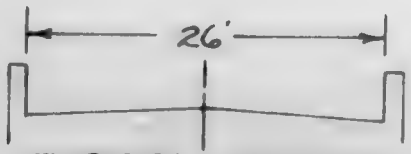
Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. D. Walker (4)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
SEP 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION
APPROACHES



TYPICAL SECTION
BRIDGE

PROSPECTUS MAP

FISHHAWK BRIDGE

FAS 648

COLUMBIA COUNTY

Scale 1" = 1000'

9-20-62

NOTED
JOHN D. [illegible]HAM

FORM E-20X—80M—11-61—40231

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1962

NOTED
Harold C. Ayers

SUBJECT: Authority for Survey
Fishhawk Bridge Section
Columbia County FAS 648

NOTED
V. R. JONES

To:

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

RECEIVED
SEP 19 1962
ENGINEER
COUNTY & CITY RELATIONS

Herewith for your consideration Authority for Survey covering the work necessary for preparing plans, estimates and specifications for the contracting of the subject project.

Attached is a Location Prospectus covering this project.

This is an approved Columbia County FASC Project.

J. D. Walker
Division Engineer

By: R. D. Asburry
R. D. Asburry
Assistant Division Engineer

RDA:kmb

Enclosures

cc: H. S. Cox

NOTED
Harold C. Avers

FORM E-80X—5M—11-61—40237

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1962

NOTED
H. S. COX

NOTED
DON HARWELL

SUBJECT: Fishhawk Bridge
Columbia County FAS 648

To:
Mr. Keats Oliver
Resident Engineer
Oregon State Highway Department
Box 626
Clatskanie, Oregon

NOTED
R. H. PRANGE

Herewith tabulation, map attachment and other data pertaining to a proposed Columbia County FAS Project. Will you please prepare an Authority for Survey covering this work and plan on doing the field work after you have received the approved Authority for Survey and when your construction has slacked off to where you can do it.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. H. S. Cox

7-5-62

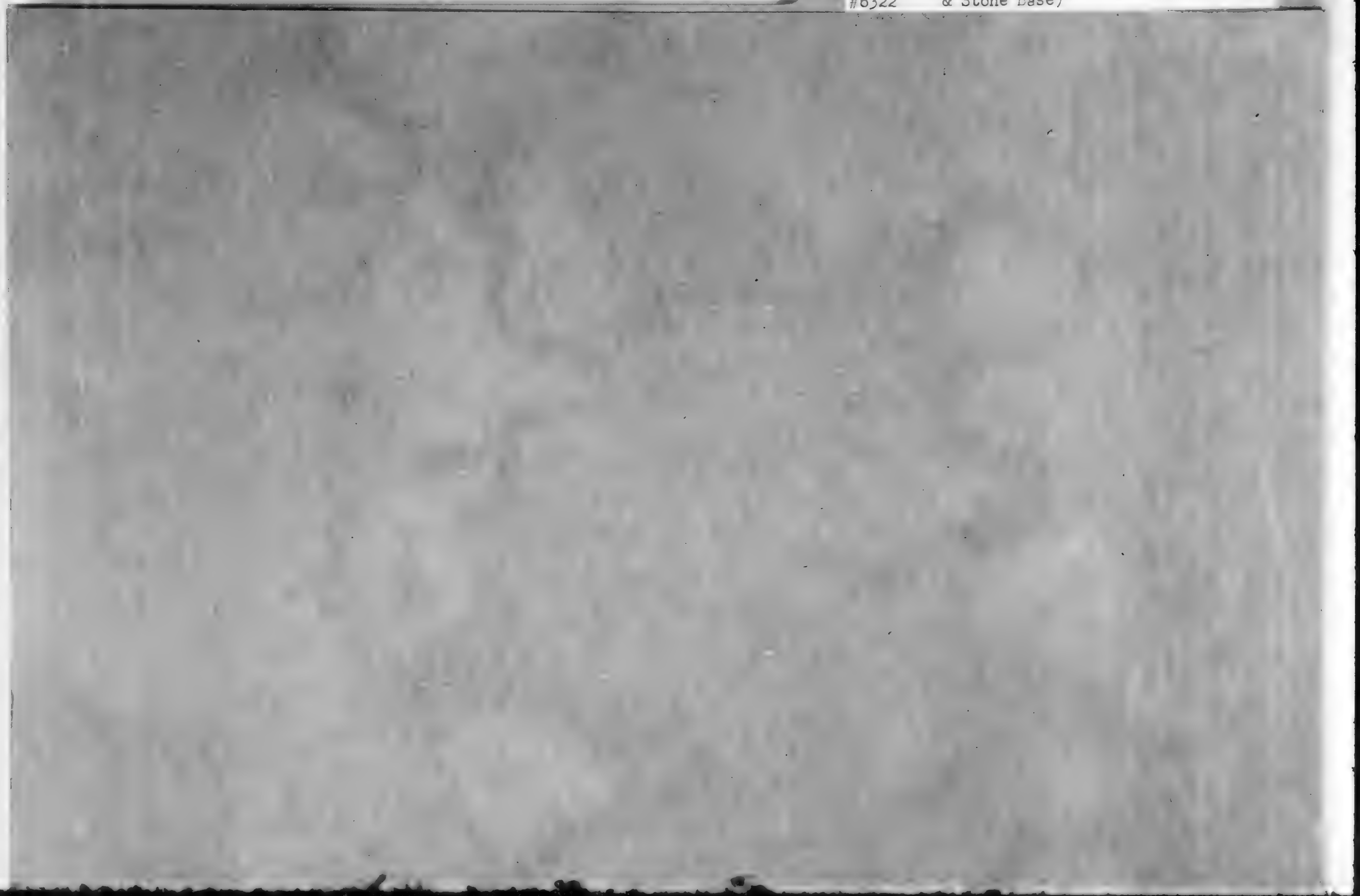
PROPOSED PROJECT
COLUMBIA COUNTY (1963 Funds)

FAS 648, Fishhawk Bridge: Fishhawk Road, $91,000.

The proposed project is for the construction of a bridge 26' wide over the Nehalem River adjacent and downstream from the present structure. The county will build the approaches, remove the existing bridge, and place riprap as required. The amount shown represents the amount of FAS funds presently available to Columbia County. If additional funds are required they will be added when they become available from future allotments.

S-500(1) Lambert Slough Br. Sec., Grand Island Co. Rd. (Struct., Grad. & Stone Base) 1963

#6322



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FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 12 1965 By [signature]
Title Area Engineer
U.S. Bureau of Public Roads

Project Name Marquam Bridge — Date October 13, 1965
Highway Pacific — Contract No. 6332
County Multnomah — Prefix 626-1005
Contractor American Bridge Div., USS Corp. — F. A. Project No. I-5-6(47)301
Address 506 SW 6th Ave., Portland, Oregon — Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reconstruct parapet nose located at intersection of center rails on span 1 on both upper and lower decks. See attached drawing.

1. Maximum equipment rental rates as per State AGC agreement.
2. Percentage allowed contractor is in accordance with executed contract for the project.

Location by station numbers:

WB 454+35 and EB 454+35

Estimate of quantities and cost:

Labor	$130
Equipment	70
Materials	50
Total	$250

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The added height to the parapet at the intersection of the two rails will protect the ends of the aluminum rail and present an appearance that is consistent with like situations on the approach ramps. The small amount of concrete required for the amount of work does not permit payment on a unit price basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,301,138.13
Present estimate of project cost, including $ 250.00 for work under this order	$3,251,286.91
Expected under-run amount	$ 49,851.22
Expected under-run per cent	1.5%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. D. Howard, Resident Engineer

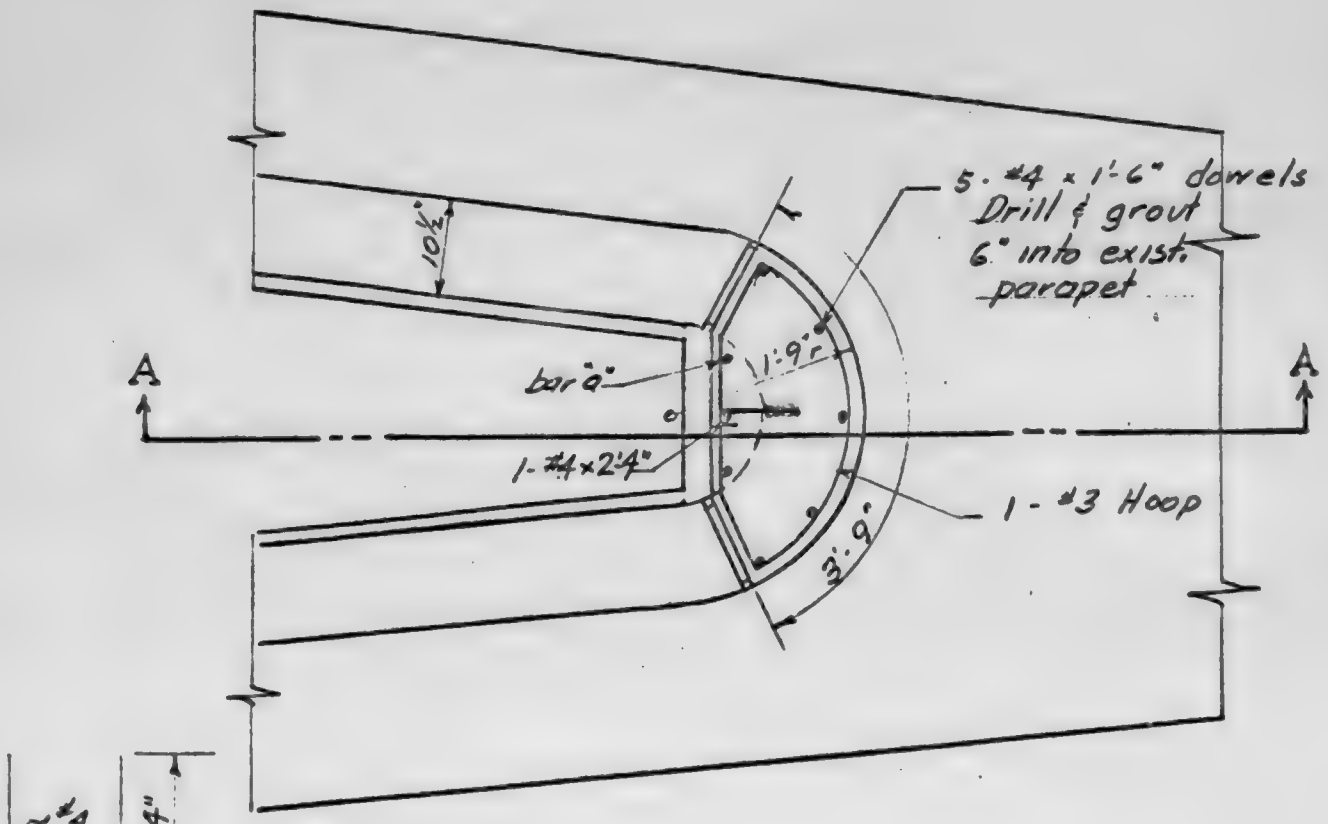
Approval Recommended: /s/ Alfred A. Rear, Asst. Construction Engineer or Bridge Engineer

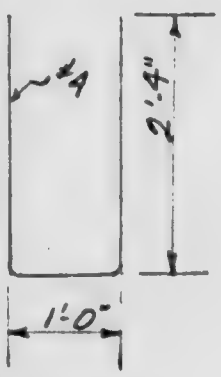
Approval Recommended: /s/ Edward L. Hardt, Assistant Division Engineer

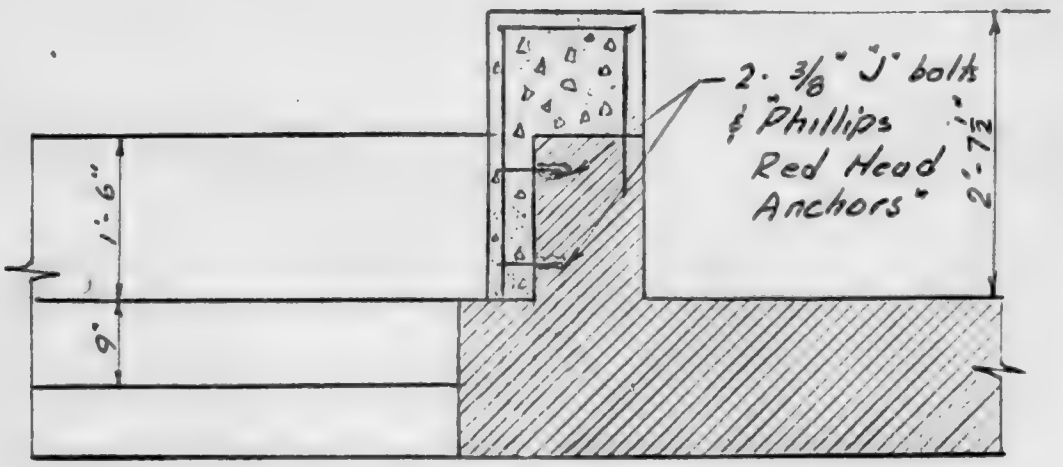
Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

10-29-65

State Printing







SEC. A-A

PARAPET NOSE REVISION

Scale: ½" = 1'-0"

OREGON STATE HIGHWAY DEPARTMENT METROPOLITAN DIVISION	APPROVED:
MARQUAM BRIDGE	BRIDGE NO. 8328 DATE 10-11-65 DRAWING NO. DRAWN L.H.

RECEIVED
JUN 25 1965

FORM CD-12 (11-63) (Prev. ed. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N. E.
Salem, Oregon 97301

F-500(1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 16, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L R Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Federal-aid Project No. S-500(1)
Voucher No. 9 Final

The referenced voucher has been approved for payment in the amount submitted of $2,984.74.

Orig to Maint
Copy to Proj
6-17-65

RECEIVED
JUN 16 1965
OFFICE OF
HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OCT 28 1964

October 28, 1964

Federal Insurance Co.,
Bonding Department
417 Norton Bldg.,
Seattle 4, Washington

Gentlemen:

On October 9, 1964, we wrote to you concerning release of final payment on contract #6322, awarded to Tom Lillebo Const. Co., for structure-grading-stone base on the Lambert Slough Bridge Section of the Grand Island Road (FAS 573) in Yamhill County.

Final payment on this contract is $34,991.37 and the total contract amount is $304,455.48. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Ward Cook-Rodgers Ins. Co.,
603 Panama Bldg.,
Portland 4, Oregon

cc: Tom Lillebo Const. Co.,
P. O. Box 45
Reedsport, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 7 - 1964
FOR FILING
6322

October 6, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 30 on Contract No. 6322. The contract was with Tom Lillebo Construction Company and was for work on the Lambert Slough Bridge on the Grand Island Road in Yamhill County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on October 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

FORM D-1 (REV. 5-61)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 1496A		WEEK ENDING: Nov. 29, 1963
SECTION: Lambert Slough Bridge		SECTION PREFIX: F-[illegible]
HIGHWAY: Grand Island Road, F.A. 72[illegible]		COUNTY: Ma[illegible]
NAME OF JOB: Lambert Slough Bridge	KIND OF WORK: Construct 632' br[illegible] [illegible]	
CONTRACTOR: Tom Lillebo Construction Co.	CONTRACT NUMBER: 6322	FEDERAL AID PROJECT NUMBER: S-72[illegible](1)
DATE OF CONTRACT: August 20, 1963	DATE WORK STARTED: Aug. 19, 1963	ESTIMATED COMPLETION DATE: May 1, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 12 SUPERVISION: 1	SPECIFIED WORK DAYS: 160	WORK DAYS USED: 52
PROJECT AUTHORIZATION: $[illegible]21,47	ENGINEERING AUTHORIZATION: $24,492.62	PERCENT OF TIME ELAPSED: 32.5%
EXCLUSIVE OF ENGINEERING: $3[illegible]4,934.85	ENGINEERING COST TO DATE: $7,200	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 53%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $319,934.85	PERCENT OF AUTHORIZATION: 29.4 %	
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	DATE PROJECT WAS COMPLETED	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	SURFACING	MAT'L. PROD.
95	60	45	56	0	None	None

	GRADING	SURFACING	STL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.32	0.32		
MILES PARTIALLY COMPLETED	0	0		
MILES COMPLETED	0	0		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,600	5,060		
TOTAL QUANTITIES CORRECTED TO DATE	15,000	5,060		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,000	0		
AVERAGE DAILY QUANTITIES	350	0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	110	80		
NUMBER OF SHIFTS PER DAY	1	1		
HOURS PER SHIFT	8	8		

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	[illegible] DELAY
SUNDAY			
MONDAY 25	Showers	8	Holiday
TUESDAY 26	"		
WEDNESDAY 27	Clear		
THURSDAY 28	Clear & Cold	8	Holiday
FRIDAY 29	Clear & Cold		
SATURDAY			

NOTED
J. G. CANFIELD

CONSTRUCTION DIVISION
DEC 5 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY		
MONDAY	25	4 Men on rail forms.
TUESDAY	26	Poured right rail, span 6 thru 8. Poured pads top of bent 3. Excavating at bent 1.
WEDNESDAY	27	Driving bent #1 foundation piling. Finishing on span 6 thru 8 railing.
THURSDAY	28	No activity, Holiday.
FRIDAY	29	Completed bent #1 foundation piling.
SATURDAY		

All cols. poured to beam bottom except bent #1.
Cross beams K and M poured at bents 2 & 3.
All concrete poured spans #6 thru #8 except left handrail.
Foundation piling driven at bent #1.

Grading closed down for the winter.

RECEIVED
DEC 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

SIGNED [signature]

ADDRESS 209 Lab. Bldg., Salem, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 2 1963
FOR FILING

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM R-2 (REV. 7-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Yamhill
		PROJECT NO. S-500(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Lambert Slough, 7 mi. South of Dayton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-20-63	0.436
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ $336,772.00	$ 212,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd V. Shaw

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A.E. Parsons
(Division Engineer)

By: L. R. Backlund, Admin. Manager

Date executed by Division Engineer 9-13-63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the changes set forth in Section 42 of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Also, see attachment.

RECEIVED
Sep19 1963
OREGON DIVISION

USCOMM-DC 20134-P62

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal-Aid Secondary
Project No. S-500(1)

LAKEVIEW SLOUGH BRIDGE SECTION

OF FAS 753 IN LAKEVIEW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 26, 1963

Type Code 2060
Lakeview Slough Bridge (Br. 07406-A)(Sta. 23+82 to Sta. 30+14)(Contract 6322)

Shoring, Cribbing, etc.	All Required			$ 30,000.00
Structural Excavation	1,000 cu.yd.	$	5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.		5.00	500.00
Furnish Treated Timber Piling	8,465 lin.ft.		1.35	11,427.75
Furnish Timber Piling	4,800 lin.ft.		0.72	3,456.00
Drive Timber Piles	282 only		44.00	12,408.00
Seal Concrete	170 cu.yd.		36.00	6,120.00
Class "A" Concrete (1,815 cu.yd.)	All Required			127,050.00
65' to 70' Type III Prestressed Beams	4 only		1,280.00	5,120.00
70' to 75' Type III Prestressed Beams	6 only		1,280.00	7,680.00
Metal Reinforcement (432,000 lb.)	All Required			90,500.00
Metal Parapet Railing	1,264 lin.ft.		7.50	9,480.00
8-inch Metal Drain Pipe	30 lin.ft.		4.00	120.00
	Subtotal			$268,861.75
	10% Engr. & Cont.			26,885.25
	Total			$295,747.00

Type Code 2010
Roadway (Sta. 16+00 to Sta. 39+30)(Contract 6322)

Clearing and Grubbing	All Required			$ 7,000.00
Drainage Excavation, Unclassified	200 cu.yd.	$	3.00	600.00
General Excavation, Unclassified	12,600 cu.yd.		0.75	9,450.00
Finishing Roadbed and Slopes	0.32 mile		3,000.00	960.00
12-inch Culvert Pipe	530 lin.ft.		3.00	1,590.00
18-inch Culvert Pipe	110 lin.ft.		4.50	495.00
29-inch Arch-Type Corrugated Metal Pipe	80 lin.ft.		12.00	960.00
6-inch Perforated Drain Pipe	660 lin.ft.		2.00	1,320.00
Special Backfill in Drains	150 cu.yd.		6.00	900.00
Metal Guard Rail	500 lin.ft.		3.00	1,500.00
Rail End Pieces	14 only		4.50	63.00

Guide Posts, W-1	24 only	$ 9.00	$ 216.00
Bracket Reflectors	6 only	2.00	12.00
Loose Riprap	220 cu.yd.	7.00	1,540.00
Pit-run Gravel in Base	4,000 cu.yd.	1.75	7,000.00
3/4" - 0 Material in Base	840 cu.yd.	3.00	2,520.00
Sprinkling	230 M-gal.	4.00	920.00
			$ 37,046.00
Flagging (57½ of Contractor's Cost)	All Required		$ 250.00
	Subtotal		$ 37,296.00
	10% Engr. & Cont.		3,729.00
	Total		$ 41,025.00

Length of Roadway - - - - - - 0.316 Mile
Length of Structure - - - - - 0.120 Mile
Total Length - - - - - - - - - 0.436 Mile
Cost of Roadway Per Mile- - $129,825.94

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Structure	$295,747.00	$186,300.00	$54,723.50	$54,723.50
Roadway	41,025.00	25,800.00	7,612.50	7,612.50
	$336,772.00	$212,100.00	$62,336.00	$62,336.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
OCT 9 1963
FOR FILING

6322

August 20, 1963

Tom Lillebo Construction Company
P. O. Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on August 19, 1963, accepted your proposal for structure, grading and stone base on Lambert Slough Bridge Section, Grand Island County Road in Yamhill County for the sum of $305,907.75 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6322. Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 22 1963
FOR FILING
4232

FORM E-BOX—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1963

SUBJECT: Advance Deposit
Lambert Slough Bridge
FAS 753, Yamhill County

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Kerr

Herewith Yamhill County's check for $69,000 which is the correct amount of the advance deposit for the above section. The contract is now clear for award.

Verne R. Jones
County & City Planning Engineer

VRJ:mm

cc: Ivan Merchant
L. H. Young
L. P. Shaw

NOTED
LLOYD P. SHAW

RECEIVED
AUG 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 2 1963
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
August 9, 1963

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

FAS-C Finance Agreement
Lambert Slough Bridge Section
S-500(1), FAS 753
Yamhill County

Attached is a partially signed copy of FAS-C Finance Agreement with Yamhill County covering the Lambert Slough Bridge Section of FAS 753, Yamhill County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Yamhill County.

Secretary

rn
Attach: 1

RECEIVED
FOR FILING
5-SP4(7)
[illegible]
4-22-1

Salem, Oregon
January 11, 1962

Laubert Slough Bridge
Grand Island Market Road No. 29

Mr. Frank Hall
Chief Designer
Department

I have inspected the site of the proposed bridge replacement and have discussed the hydrographic features of the slough with Mr. Vern Jones of the Corps of Engineers and have come to the conclusion that, from the standpoint of hydraulics, the proposed structure could be shortened by 150 feet. The backwater effect of the resulting constriction would be negligible.

The psychological effect of such a constriction on the high-water-conscious residents of the island might not be so negligible. I would, therefore, recommend only shortening the structure by 100 feet.

John C. Jenkins
Assistant Research Engineer

JCJ:ms
PMS
cc I. D. Merchant

S-380(2) Luckiamute River (Hoskins) 1963
Br., N.W. of Corvallis at Hoskins
#6323

CH
2633

Fas 864
Benton Co

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 82869

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-9-64	CC 904		502-1061-297

NOTED
R. H. PRANGE

S-380(2)
Contract 6323

NOTED
DON HARWELL

RECEIVED
OCT 12 1964
ENGINEER
COUNTY & CITY DIVISION

- Benton County
- Courthouse
- Corvallis, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Luckiamute River (Hoskins) Bridge, FAS 864 covered by agreement dated August , ~~1961~~ 1963			
County Advance Deposit		7,000.00	
Less amount previously transferred		4,000.00	
Balance Advance Deposit			3,000.00
County share total cost		5,089.73	
Less amount previously transferred		4,000.00	
Balance due			2,089.73
To be refunded			910.27

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

RECEIVED
MAR 20 1964
FOR FILING

March 20, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On March 5, 1964, we wrote to you concerning release of final payment on contract #6323, awarded to Ross Bros. Const. Co., for structure on the Luckiamute River (Hoskins) Bridge Section of the Summit-Hoskins Road (FAS 864) in Benton County.

Final payment on this contract is $2,951.12 and the total contract amount is $30,877.22. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Ross Bros. Const. Co.,
359 Apple Blossom Ave. N.,
Salem, Oregon

cc: C. H. Maiden
Attn.: John Herr

C&A
2633

FAS 864
Benton Co
82869

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO.

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-9-64	CC 904		502-1001-297

NOTED
R. H. PRANGE

8-380(2)
Contract 6323

NOTED
DON HARWELL

RECEIVED
OCT 12 1964
ENGINEER
COUNTY & CITY DIVISION

- Benton County
- Courthouse
- Corvallis, Oregon

Attn: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Luckiamute River (Hoskins) Bridge, FAS 864 covered by agreement dated August 8, ~~1962~~ 1963			
County Advance Deposit		7,000.00	
Less amount previously transferred		4,000.00	
Balance Advance Deposit			3,000.00
County share total cost		6,089.73	
Less amount previously transferred		4,000.00	
Balance due			2,089.73
To be refunded			910.27

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Cash Received with Request: $ ----------

By ----------

RECEIVED
MAR 20 1964
FOR FILING

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Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

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Final payment on this contract is $2,951.12 and the total contract amount is $30,877.22. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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cc: Glens Falls Insurance Co.,
Bourland Ins. Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Ross Bros. Const. Co.,
359 Apple Blossom Ave. N.,
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

FAS 864
Benton Co

NOTED
H. S. COX

March 3, 1964

NOTED
DON HARWELL

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

NOTED
V. R JONES

NOTED
R. H. PRANGE

Gentlemen:

This is to inform you that work was completed on Contract No. 6323, Luckiamute River (Hoskins) Bridge on FAS 864 in Benton County. As per agreement between County and State, the County accepted maintenance responsibility and continued jurisdiction as of that date.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

RECEIVED
MAR 3 - 1964
FOR FILING
6323

March 2, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed February 20, 1964 on Contract No. 6323. The contract was with Ross Brothers Construction Company and was for work on the Luckiamute River (Hoskins) Bridge on the Summit-Hoskins Road in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 2, 1964 and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
SEP 24 1963

FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 23, 1963

Mr. A. M. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Luckiamute River (Hoskins) Bridge
Contract No. 6323
F. A. P. No. S-380(2)

Dear Sir:

Ross Bros. Construction Company started work on the above project on September 16, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:vt

cc: C. H. Nelson
L. H. Young
D. B. Parker
Floyd Query
B. P. R.

NOTED
FLOYD QUERY

RECEIVED
SEP 24 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FCR FILING 2

FORM R-2 (REV. 6-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-13-63

STATE
Oregon

COUNTY
Benton

PROJECT NO.
S-380(2)

PROJECT REPORT NO.
4

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. - Hockins Luckiamute River Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-19-63	0.029
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ $34,126.00	$ 21,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd V. Shaw

HSE **State Highway Engineer**
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By **A. W. Parsons**
(Division Engineer)
L.R. Backlund
By: L. R. Backlund, Admin. Mgr.

Date executed by Division Engineer SEP 13 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the changes set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

RECEIVED
Sep 19 1963
OREGON DIVISION

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid Secondary
Project No. S-380(2)

LUCKIAMUTE RIVER (WOODKING) BRIDGE ON THE

SUBLIT-HOSKINS ROAD (FAS 864) IN BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon August 26, 1963

Type Code 3081
Luckiamute River Bridge (Br. #14100-A) (Sta. 10+30 to Sta. 11+47)
(Contract 6323)

Remove Old Bridge	All Required		$ 3,000.00
Furnish 10" BP 42# Steel Piling	200 lin.ft.	$ 4.75	950.00
Drive Steel Piles	8 only	60.00	480.00
Splice Steel Piles	2 only	35.00	70.00
Class A Concrete (166 cu.yds.)	All Required		13,167.00
35' to 40' Type II Prestressed Beams	8 only	533.00	4,264.00
70' to 75' Type III Prestressed Beams	4 only	1,300.00	5,200.00
Metal Reinforcement (24,100 lbs.)	All Required		3,793.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
	Subtotal		$31,024.00
	10% Engr. & Cont.		3,102.00
	Total		$34,126.00

Length of Structure . . . . . 0.029 mile

Federal Funds	$27,400.00
State Funds	6,363.00
County Funds.	6,363.00
	$34,126.00

State Funds for Maint.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

NOTED
H. S. COX

NOTED
DON HARWELL

August 26, 1963

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
V. R. JONES

NOTED
R. H. PRANGE

Gentlemen:

This is to acknowledge receipt of your check for $7,000 as advance deposit on the Luckiamute River (Hoskins) Bridge Section, FAS 864. Contract No. 6323 covering this project has been awarded to Ross Bros. Construction Company of Salem.

A copy of the contract and a set of plans are enclosed. If additional copies of either are required, please advise and they will be forwarded immediately.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

OREGON STATE HIGHWAY DEPARTMEI

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-21-63	CC 030		500-1061-027

INVOICE NUMBER **79432**

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

.
. Benton County
.Court ouse
.Corvallis, Oregon

Att: County Court

RECEIVED
AUG 22 1963
ENGINEER
COUNTY & CITY DIVISION

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			7,000.00
Partial transfer of county's advance deposit for the Yaquina Bridge, [illegible] covered by agreement dated August [illegible], 1963.			4,000.00
Returned			3,000.00

NOTED
DON HARWELL

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

A 150 (REVISED 7-60)

August 14, 1963

NOTED
H. S. COX

NOTED
DON HARWELL

NOTED
JOHN D [illegible]AM

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

On August 13, a satisfactory bid was received from Ross Bros. Construction Company, Salem, for the Luckiamute River (Hoskins) Bridge on FAS 864. As per agreement between county and state, the following advance deposit is required of county prior to award of a contract:

Bid Items	$31,024.00
12-1/2% Engineering & Contingencies	3,878.00
Estimated Total Cost.....	$34,902.00

County Advance Deposit
20% of $34,902.00 = $6,980.00 -- or say $ 7,000.00

Please make this deposit by means of check or warrant in the amount of $7,000 made payable to the Oregon State Highway Commission, forwarding same to this office. When this deposit is received, a contract can be awarded for this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
V. R. JONES

By

H. S. Cox
County & City Engineer

JDG:mm

RECEIVED
OCT 9 1963
FOR FILING

6323

August 21, 1963

Rose Bros. Const. Co.,
359 Apple Blossom Avenue North
Salem
Oregon

Gentlemen:

The State Highway Commission on August 19, 1963, accepted your proposal for the Lackiamute River (Hoskins) Bridge in Benton County for the sum of $31,024.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract #6323.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc:
Pac. Bldr. & Engineer Inc., Seattle Wn.
Daily Journal of Commerce Seattle Wn.
Daily Journal of Commerce Portland Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 12 1963

FOR FILING

MISC. CONTRACTS and AGREEMENTS NO.

Salem, Oregon
August 9, 1963

FAS-C Finance Agreement
Luckiamute River (Hoskins) Bridge Section
S-380(2), FAS 864
Benton County

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don N. Harwell
Mapping & Records Engineer

Attached is a partially signed copy of a finance agreement with Benton County covering the Luckiamute River (Hoskins) Bridge Section of FAS 864 in Benton County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Benton County Court.

Secretary

rn
Attach: 1

MEMO TO J. W. NASH Date: July 12, 1963

FAS 864, BENTON COUNTY [redacted] HOSKINS BRIDGE SECTION

TERMINI: Luckiamute River Bridge in community of Hoskins.

NOTED
DON HAMWELL
NOTED
M. S. COX

PROPOSED WORK: Construct a reinforced concrete bridge 24' wide and 147' in length.

PROJECT LENGTH: .028 mile.

NOTED
R. H. PRANCE

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$40,000	$24,000	$8,000	$8,000	(County)

EXISTING FACILITIES: Covered timber truss 139' long and 17' wide. This bridge is in very poor condition due to decay of stringers and deck and the superstructure was also heavily damaged by a large tree which fell on it.

ADJACENT SECTIONS:
[redacted]/EAST END: 20' light gravel surface, 24' roadway.

[redacted]/WEST END: 20' light gravel surface, 24' roadway.

PROJECT DATA: Construct a reinforced concrete bridge 24' wide and 147' in length on the site of the existing timber bridge. The road will be closed to traffic during construction and the county will construct graveled connections to the existing road. The route is lightly traveled and traverses mountainous country. Alignment and grades are adequate for traffic and terrain.

RIGHT OF WAY: 50' minimum.
ACCESS CONTROL: None.
RR XING: One track, 2 X-bucks, 2 trains per day. Grade crossing at right angles 150' easterly of east end of bridge.
MINIMUM DESIGN STANDARDS: No exception other than railroad crossing.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: None.

ROUTE DATA: See D8-380(1).

NOTED
V. R. JONES

Verne R. Jones
County & City Planning Engineer

VRJ:mm

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JUL 26 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

July 19, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
06-35.0 Salem, Oregon

Oregon Federal-aid Secondary Program

Mr. Young's July 17, 1963 letter submitted two Stage 2 projects to be included in the subject program. These projects, listed below, are approved effective this date:

Item	Project	Location	Work
837	S-360(2)	Luckiamute River-Hoskins	Structure
838	S-216(13)	N. Unit Kellogg Bridge--Yellow Creek Section	Grade, oil mat

You are authorized to proceed to take all actions necessary to advance to completion the construction phase of the above projects in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedures or minimum design standards will be needed during the accomplishment of these projects, this office should be informed of such proposed exceptions and reasons therefor.

This approval provides for improvements on 4.03 miles of highway at a total estimated cost of $1,040,000 of which $636,000 is reserved in Federal-aid secondary funds.

This action leaves a $6,391,330 unprogrammed balance of these funds and a reimbursable obligation balance of $37,984,331 according to our records of this date.

Our approval of Item 837 is with the understanding that adequately surfaced approaches will be provided.

RECEIVED
JUL 29 1963
OFFICE
STATE HIGHWAY ENGINEER

original To Young
7-26-63

NOTED
LLOYD P. SHAW

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

PROPOSED

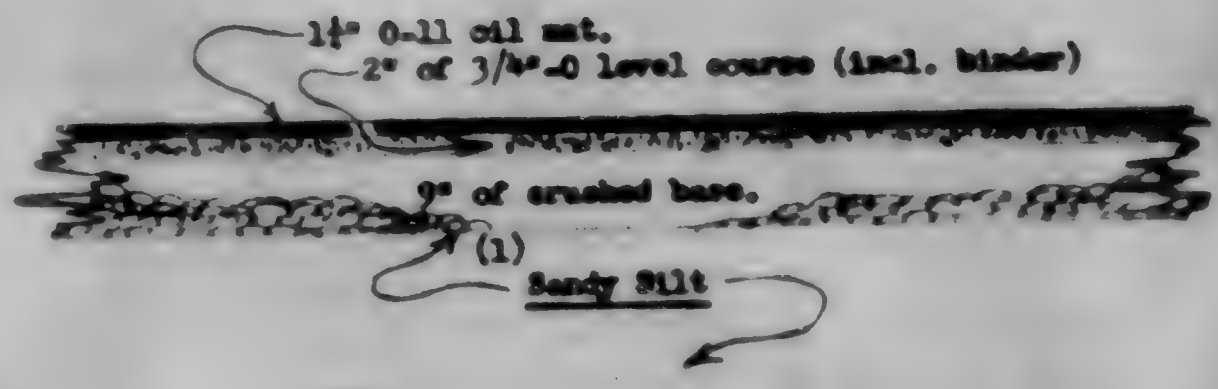
Section HOSKINS BRIDGE — Highway F.A.S. 869 — County BENTON — Proj. —

No. Engr. — Length of Project .4 Miles. — Sta. — to Sta. — Date 7-2-63

PROPOSED

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TYPICAL SECTIONS Traffic Classif. - MEDIUM



(1)
Typical Soil

44	LL
10	PI
62	% P200
1	% Gravel
13	% Coarse Sand
25	% Fine Sand
42	% Silt
19	% Clay
20	"R" Value (Corrected)

AASHO CLASSIF. - A-7-5 (7)

NOTE:
Proposed Surfacing Thickness Design furnished to assure ample subgrade width.
State participation is for structure only.
Benton County to construct approaches and connections.

Required Crushed	Required Non-Crushed	Designed Crushed	Designed Non-Crushed	
			1½	0-11
			2	Level
			9	Or Base
12½			12½	

7-2-63

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by Benton County.											

Submitted by [signature] — Recommended by [signature]

Recommended by [signature] Construction Engineer — Approved by [signature] Deputy State Highway Engineer

D.P.R.
cc State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division
Chief Locating Engineer
Bureau Engineer

County-City (2)

PAVEMENT TYPE SELECTION

ROBBINS BRIDGE
F.A.S. 864
BOYCE COUNTY

Principal Factors Governing Selection

1. Traffic Classification: MEDIUM Present ADT 270 1980 ADT 459 % Heavy Vehicles [illegible]
   (NOTE: Increase classification one step for heavy logging use) (Possible Light I[illegible]
2. Soils Characteristics: See design chart attached
3. Weather: Frost Penetration _____ Precipitation Annual [illegible] 70%
4. Performance of Similar Pavements in Area: Good I Fair _____ Poor _____
   Remarks: where constructed to present OSHD surfacing thickness standards
5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally oil
7. Stage Construction: Not a problem
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: No problem
10. Stimulation of Competition: Not a factor
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County preference is for oil
13. Traffic Safety: No problem
14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4, 6, and 12, an oil mat has been selected.

[illegible]

NOTED
Harold C

NOTED
H. S. COX

Salem, Oregon
April 23, 1963

Mr. Ivan Merchant
Bridge Engineer

Hoskins Bridge, FAS 864
Benton County

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Attached are three copies of a bridge project request form covering the above bridge.

The county now wishes to proceed with this project but they were informed that it was doubtful if it could be ready for the July 16 letting. This project was approved by the Highway Commission on March 14.

Verne R. Jones
Planning Engineer, County & City Division

VRJ:mm
Att.

cc: R. D. Asburry
J. E. Morelock

BRIDGE PROJECT REQUESTED BY BENTON COUNTY Date March 18, 1963

Is this to be a County project? ___Yes x No

Is this to be an FAS-C project? x Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Route 54, Section B. (Summit - Hoskins Road)

   FAS Number 864

2. Name of river or stream Luckiamute River

3. Name of bridge Hoskins

4. Location (Please attach map with location marked):

   Section_____ Township_____ Range_____ W.M.

5. Desired width of bridge 24 - 26

6. Are sidewalks desired? ___Yes ___No x

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? x Yes ___No

    If "Yes," explain type desired: Type to use existing piers etc. if possible. Piers founded on solid rock)

11. Will County furnish any materials for bridge? ___Yes x No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? x Yes ___No

14. Will County furnish foundation data? ___Yes x No

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APR 22 1963
ENGINEER
COUNTY & CITY DIVISION

cr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? _x_Yes ___No

17. Will detour be required? ___Yes _x_No

18. Will detour be constructed and maintained by County? ___Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? _x_Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes _x_No

22. State width of traveled roadway: 22 Width of shoulders: 2

23. Will additional right-of-way be required? ___Yes _x_No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes _x_No

27. Will old bridge be removed by contractor? _x_Yes ___No

28. Will old bridge be removed by County? ___Yes _x_No

29. Does County wish old bridge salvaged for future use? ___Yes _x_No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? _x_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes _x_No

33. Does County wish complete job of illumination in project? ___Yes _x_No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __x__No Size_____

(b) Sanitary sewer mains: __x__Yes ___No Size_____

(c) Storm sewer: ___Yes __x__No Size_____

(d) Gas mains: ___Yes __x__No Size_____

(e) Power lines: ___Yes __x__No

(f) Telephone lines: ___Yes __x__No

(g) Other utilities? None

35. What is desired date for letting? SAP (Soon as possible)

Remarks_____

By _____
County Judge

By _____
Commissioner

By _____
Commissioner

2.28.63

BENTON COUNTY
PROPOSED PROJECTS (1964 Funds)

FAS 830, Mary's River Bridge, $45,000.

It is proposed to replace this narrow 15'6" bridge with a new structure 26' in width. It will be necessary to replace the bridge on the same site and the county will build improved alignment on the southerly end eliminating two severe curves. This bridge carries State Inventory No. 14192.

FAS 864, Luckiamute River Bridge at Hoskins, $45,000.

This project will require the replacement of the covered timber truss bridge at approximately the same site. The county will build approaches and connections and plans to close the road during construction. The bridge will be 24' in width.

The county wishes to have both structures let in June, 1963.

63-b
2/28/63

Comm. approved
3-14-63

C&A
2633

306-1718 Eastside ("E" St.) of City St. 1963
(Grad. & Pav.)
#6324

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract #6324 Prefix 306-1718 Survey Prefix 306-1442

Street "E" Street

City Eastside

Payments to Contractor	$13,786.35
Engineering and Contingencies.....	2,462.37
Survey.....	1,884.52
TOTAL.....	$18,133.24
Agreed State Share	18,133.24
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

A-20 (REVISED 1-60)

COUNTY: Coos

HIGHWAY: City Street

SECTION: Eastside ("D" St.)

PREFIX NO.: 306-1718-201(41
306-1718-204(41

CONTRACT NO.: 6324

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOU
001	CLEARING AND GRUBBING	LUMP SUM	8500000	1000	85000	
002	DRAINAGE EXCAVATION UNCLASSIFIED	CU YDS	35000	47600	16660	
003	GENERAL EXCAVATION UNCLASSIFIED	CU YDS	14900	620600	92469	
004	FINISHING ROADBED AND SLOPES	MILE	12500000	180	22500	
006	12-INCH CONCRETE PIPE	LIN FT	36500	216000	78840	
007	ADJUSTMENT OF MANHOLES	ONLY	470000	4000	18800	
008	COARSE CRUSHED MATERIAL IN BASE	CU YDS	42400	908000	384992	3
009	3/4 IN 0 MATERIAL IN BASE	CU YDS	44000	366000	161040	1
011	PREPARATION OF BASE	MILE	12500000	180	22500	
014	CLASS B ASPHALTIC CONCRETE	TONS	97500	453395	442060	4
015	EXTRA FOR PAVING APPROACHES	ONLY	410000	10000	41000	
111	TYPE G-1 CONCRETE INLET	EA	1150000	1000	11500	
803	MOVING MAIL BOXES				1274	

DATE 01/7 /64	CONTRACT NO. 6324	TOTAL CONTRACT ITEMS	1377361	1
PREVIOUS VOUCHER NO. 16325		0 % RETAINED ON CONTRACT ITEMS		7
CHECKED BY CP hc		FORCE ACCOUNT	1274	
ENGINEER OR AUDITOR B. D. Johnson		TOTAL PAYMENTS	13,786.35	12

Coos

Y City Street

Eastside ("D" St.)

PREFIX NO.
306-1718-201(41) 130.09 Dr.
306-1718-204(41) 731.48 Dr.

CONTRACT NO. 6324

ESTIMATE NO. 4 Final

S	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
SUM	8500000	1000	85000	85000	
S	35000	47600	16660	18270	CR 1610
S	14900	620600	92469	81950	10519
	12500000	180	22500	22500	
T	36500	216000	78840	78840	
	470000	4000	18800	18800	
	42400	908000	384992	384992	
S	44000	366000	161040	161040	
	12500000	180	22500	22500	
	97500	453395	442060	442060	
	410000	10000	41000	36900	4100
	1150000	1000	11500	11500	
			1274	1274	

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JAN 10 1964
FOR FILING

January 10, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On December 6, 1963, we wrote to you concerning release of final payment on contract #6324, awarded to Bob Angell, Inc., for grading-paving "E" Street in Eastside, Coos County.

Final payment on this contract is $861.57 and the total contract amount is $13,786.35, including $12.74 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bob Angell, Inc.,
P. O. Box 288
Eastside, Oregon

cc: C. H. Maisen
Attn.: John Herr

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: December 20, 1963
SECTION	Eastside ("E" Street)	SECTION PREFIX: 306-1718
HIGHWAY	City Street	COUNTY: Coos
NAME OF JOB	Eastside ("E" Street)	KIND OF WORK: Grading and Paving
CONTRACTOR	Bob Angell, Inc.	CONTRACT NUMBER: 6324
		FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT	August 29, 1963	DATE WORK STARTED: September 17, 1963
		ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:		SPECIFIED WORK DAYS: 30
		WORK DAYS USED: 18
		PERCENT OF TIME ELAPSED:
PROJECT AUTHORIZATION:	$ 16,739.44	ENGINEERING AUTHORIZATION: $ 1,190.36
EXCLUSIVE OF ENGINEERING:	$ 14,627.08	ENGINEERING COST TO DATE: $ 2,263.70
		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING:	$ 16,066.15	PERCENT OF AUTHORIZATION: 190.2%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN	4.02 %	DATE PROJECT WAS COMPLETED: November 20, 1963

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100	None	100	100	None

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.18	0.18		0.18	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.18	0.18		0.18	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	630 C.Y.	1,340 C.Y.		460 Ton	
TOTAL QUANTITIES CORRECTED TO DATE	620.6 C.Y.	1,274 C.Y.		453.4 Ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
DEC 23 1963

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate submitted to Division Office, December 19, 1963.

Final Report.

SIGNED Sabby W. Johnson

ADDRESS P. O. Box 374, Coquille, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
RECORDER'S OFFICE
DEC 20 1963

PHONE CO 7-6811

6324

CITY OF EASTSIDE

P. O. BOX 325
EASTSIDE, OREGON

December 11, 1963.

State of Oregon,
State Highway Department,
Salem 10, Oregon.

Dear Sirs: In re: Contract No. 6324

This is to inform you that the City of Eastside has inspected, approved and accepts the paving job on "E" Street between 6th and 3rd Avenues.

The City wishes to thank you for your help and cooperation in this project.

Logan Hammond
Mayor

RECEIVED
DEC 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1963
OREGON
STATE HIGHWAY COMMISSION

cc Young
12-19-63

RECEIVED
DEC 6 - 1963
FOR FILING

December 5, 1963

Oregon State Highway Commission

Gentlemen:

Work was completed November 20 on Contract No. 6324. The contract was with Bob Angell, Inc., and was for grading and paving on the Eastside City Street ("L" Street) section in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 5, 1963, and that you concur in this procedure at the Commission meeting on December 18.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:ajw bbc

FORM S-133

RECEIVED
AUG 30 1963
FOR FILING

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

366-1718

6324



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 29, 1963

Bob Angell, Inc.
P. O. Box 288
Eastside, Oregon

Dear Sir:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6324 for the following project:

Grading and paving on the Eastside ("E" Street) Section of city street in Coos County.

This award was based on your low bid of $14,629.50 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUL 16 1963
FOR FILING

Salem, Oregon
July 15, 1963

Special City Allotment Project
E Street, City of Eastside

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Attached is a partially signed copy of an agreement with the City of Eastside covering the Special City Allotment project on E Street in the City of Eastside.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Eastside, Oregon.

Secretary

rm
Attach: 1

cc - Mr. Lloyd P. Shaw

NOTED
H. S. COX

NOTED
H. S. COX

June 26, 1963

Mrs. Joyce Wilson
City Recorder
City Hall
Eastside, Oregon

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

Dear Mrs. Wilson:

The State Highway Commission plans to call for bids in the near future for the Special City Allotment project on "E" Street. Enclosed are three copies of an agreement covering this project.

Will you please have the City Council pass a resolution, similar to the enclosed sample, authorizing the Mayor and yourself to sign the agreement.

As the contract cannot be advertised until the signed agreement is in our hands, will you and the Mayor please sign the three copies of the enclosed agreement, have the signatures attested by a third party, stamp with the city seal, and return the three copies along with three copies of the resolution authorizing signature to this office prior to July 17, 1963. After signature by the Highway Commission Secretary, a fully executed copy of the agreement will be returned for the city's records.

Very truly yours,

Received 7/1/63

H. S. Cox
County and City Engineer

by

NOTED
V. R. JONES

H. C. Ayers
Field Engineer

HCA:eb
Encls.

Eastside ("E" Street) Section

Cost Estimate

Item No	Item	Quantities	Unit Price	Amount
1	Clearing and Grubbing	All Specified		1000.00
2	Drainage Excavation, Unclassified	50 Cu. Yds.	3.00	150.00
3	General Excavation, Unclassified	630 " "	2.50	1575.00
4	Finishing Roadbed and Slopes	0.18 Mile	1500.00	270.00
5	12-inch Culvert Pipe	170 Lin. Ft.	2.50	425.00
6	12-inch Concrete Pipe	22 " "	2.50	55.00
7	Adjustment of Manholes	5 Only	50.00	250.00
8	Coarse Crushed Material in Base	950 Cu. Yds.	5.00	4750.00
9	3/4"-0 Material in Base	390 " "	5.50	2145.00
10	Sprinkling	35 M-Gals.	3.00	105.00
11	Preparation of Base	0.18 mile	500.00	90.00
12	3/4"-0 Material in Builder Course	25 Cu. Yds.	6.50	162.50
13	RC-250 Asphalt	5 Tons	75.00	375.00
14	Class "B" Asphaltic Concrete	460 "	13.00	5980.00
15	Extra for Paving Approaches	10 Only	30.00	300.00
				17,632.50

Extra Items

Flagging	100		250.00
Signing	100		+ 17,882.50
Adj Mail Boxes	50	+ 12 1/2 %	2235.31
			20,117.81

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JUL 10 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
V. R. JONES

Salem, Oregon
April 30, 1963

NOTED
DON HARWELL

Second and E Streets
Special City Allotment Project
Eastside

Mr. J. E. Morelock

O F F I C E

NOTED
R. H. PRANGE

Herewith the field data on subject project. This has been checked and taken up with city officials, and they have requested that the project start on "E" Street at Sixth Avenue and continue westerly as far as $20,000 would carry.

The city has a contract in progress laying new water mains and sanitary sewer lines, and state this contract will be finished four weeks from April 24, 1963. Due to this laying of pipe, we have checked with Geology and Soils Section and they say use 6" of crushed rock base, 2" of leveling course and 3" asphaltic concrete wearing surface.

H. C. Ayers
County and City Field Engineer

HCA:eb
cc: Frank Hall
V. O'Neil

Att.

NOTED
R. H. PRANGE

NOTED
H. S. COX

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DEC 5 - 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
DON HARWELL

NOTED
Harold C. Ayers

LOCATION PROSPECTUS
SECOND STREET AND "E" STREET SECTION
CITY OF EASTSIDE
COOS COUNTY

The following prospectus is submitted concerning the above-mentioned section of Second Street and "E" Street in the city of Eastside. The westerly terminus is at the intersection of Second and "D" Streets. The easterly terminus is at the intersection of "E" Street and Sixth Streets (Coos River Secondary Highway No. 241). The overall length is 0.30 mile.

This will be a location survey to prepare plans, specifications and estimates for minor grading and paving on existing alignment through Second Street (approximately 0.07 mile) and along "E" Street (approximately 0.23 mile). This project is to be constructed with 1963 Special City Allotment Funds.

Reconnaissance is not necessary. Soils investigation has been completed. There are no special drainage problems. An economic analysis is not needed.

The typical section will consist of two 11-foot travel lanes with 4-foot shoulders. The approved base design for construction is:

NOTED
JOHN D. GRAHAM

Paving	3" AC
Top Course Base	2" Level
Bottom Course Base	6" Coarse Base
Total Depth	11"

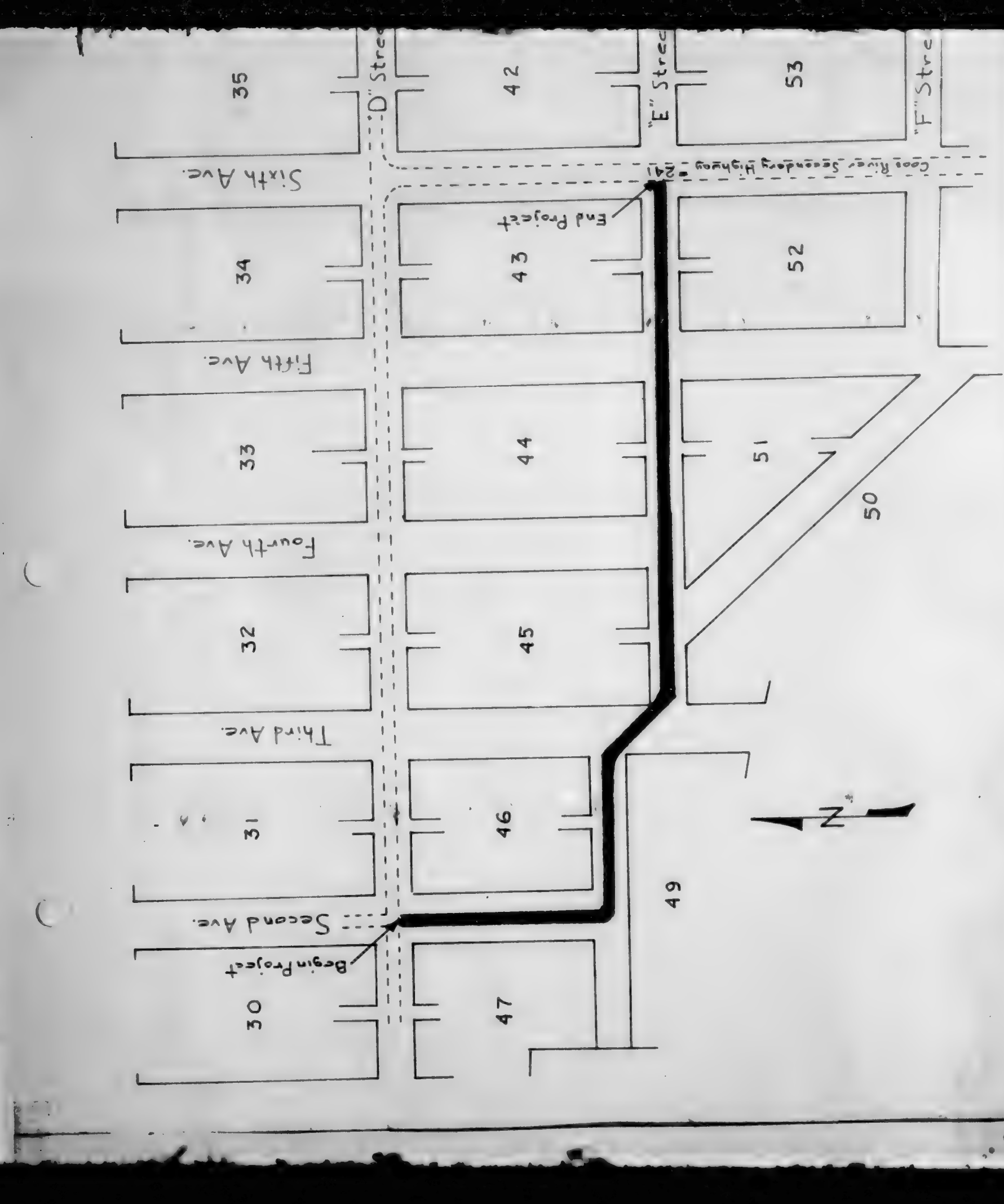
Adequate quantities of material are available from local sources.

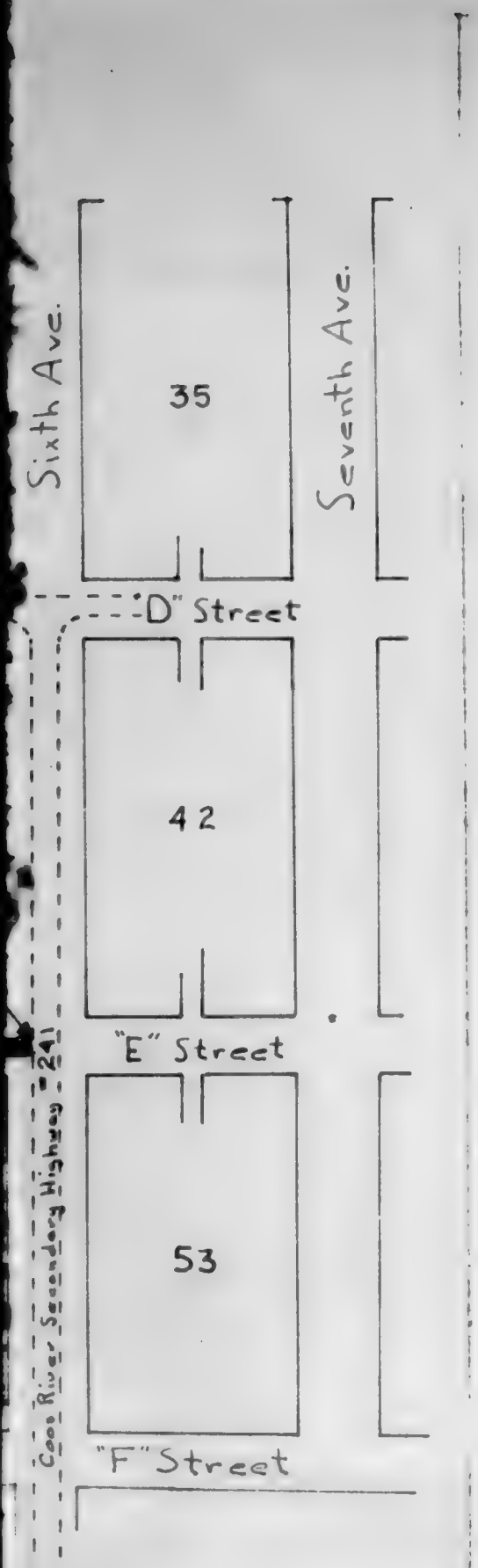
The City of Eastside will make adjustments for water mains and all arrangements for required utility adjustments.

There are no railroad crossings.

Final agreements will be required with the City of Eastside.

December 4, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
Research Division
Frank Hall (2)
Val Johnson
G. L. Decker
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young


Coos River Secondary Highway #241
"D" Street
"E" Street
"F" Street
Sixth Ave.
Fifth Ave.
Fourth Ave.
Third Ave.
Second Ave.
End Project
Begin Project
N
35
42
53
34
43
52
33
44
51
50
32
45
31
46
49
30
47



City of

Eastside

Coos County

T 25S, R 13W W.M.

Scale 1"=200'

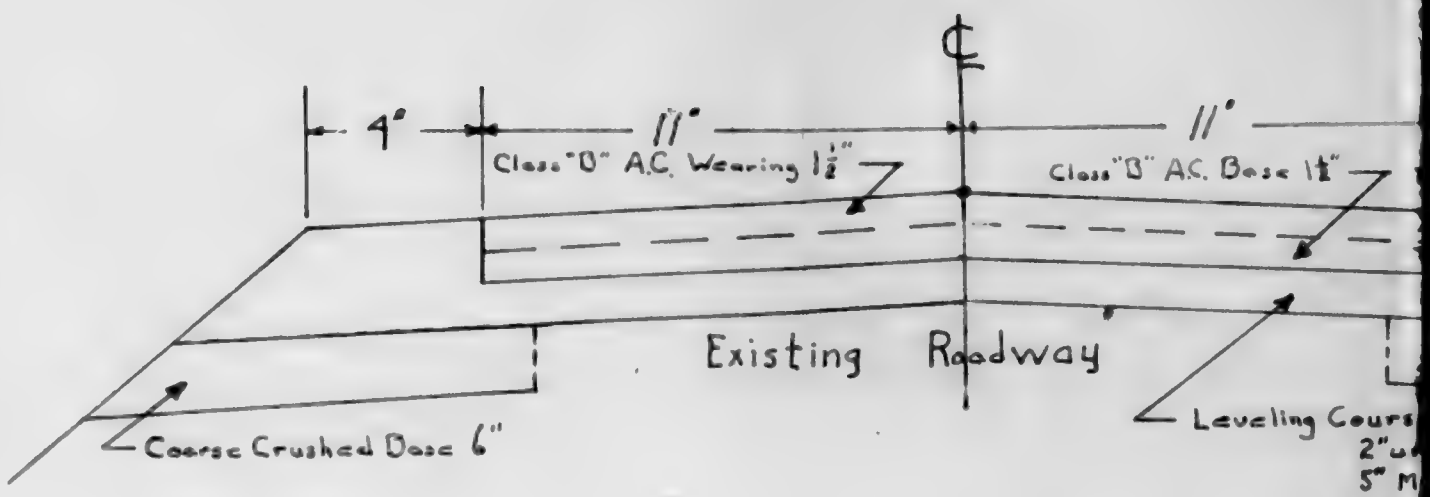
Prospectus Map

Second and "E" Street (Eastside) Sec.

Eastside City Street

Coos County

J.E. Chaney, Res. Engr. November, 1962



Typical Section

City of

Eastside

Coos County

T 25S, R 13W W.M.

Scale 1"=200'

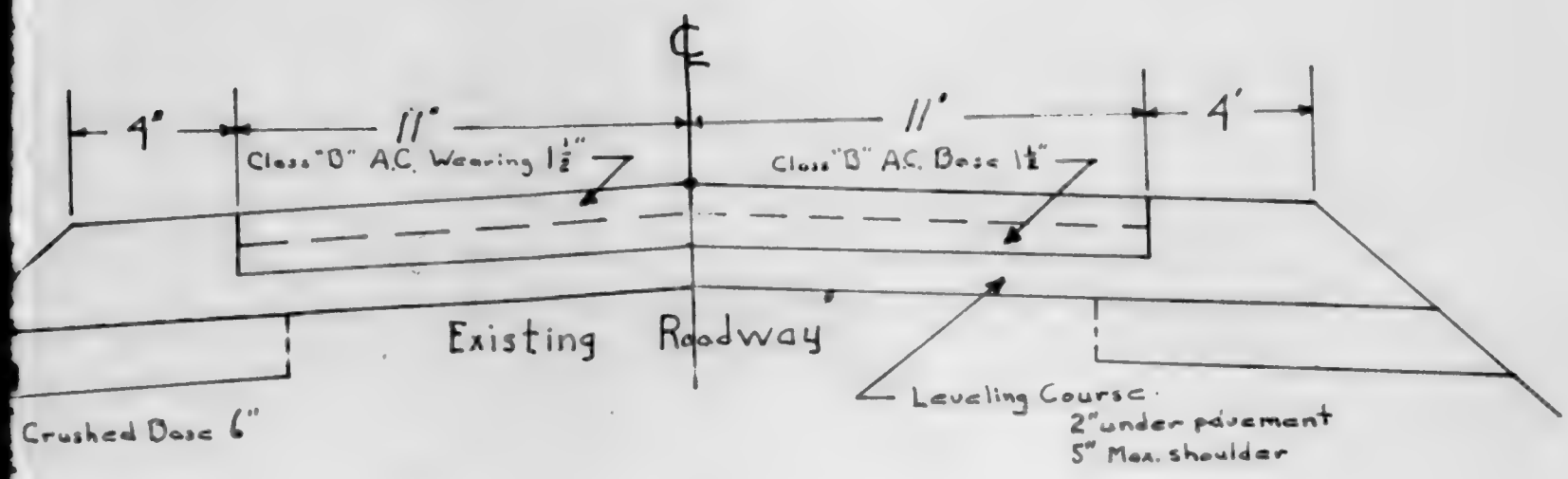
Prospectus Map

Second and "E" Street (Eastside) Sec.

Eastside City Street

Coos County

J.E. Chaney, Res. Engr. November, 1962



Typical Section

NOTED

NOTED
DON HARWELL

NOTED
H.S. COX

November 5, 1962

Mr. John C. Merchant
City Recorder
City Hall
Eastside, Oregon

Dear Mr. Merchant:

On November 1, the State Highway Commission approved the City's request for a cooperative construction project on Second Avenue and E Street under provisions of ORS 366.805.

This project will be prepared for contracting in the early summer of 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

HCA:mm

EASTSIDE 11-2-62

PRELIMINARY ESTIMATE

1963 SPECIAL CITY ALLOTMENT PROJECT

"E" Street from 6th Street to Second Street and Second Street from "E" Street to "D" Street, a distance of approximately 0.30 mile.

Reconstruct Second Street, 0.07 mile: 6" base, 2" leveling course, and 3" asphaltic concrete 22' wide with 4' shoulders.

"E" Street, 0.23 mile: Clean up the ditches; add 2" leveling course and 3" asphaltic concrete 22' wide with 4' shoulders.

Item	Quantity		@	Total
Blade grader	15	hrs.	$ 13.00	$ 195.00
Excavation	250	c.y.	2.00	500.00
Drainage excavation	80	c.y.	4.50	360.00
12" concrete culvert pipe	500	l.f.	3.00	1,500.00
Coarse crushed base	250	c.y.	4.50	1,125.00
3/4"-0" base & shoulders	500	c.y.	5.50	2,750.00
Sprinkling	50	M/gal.	5.00	250.00
3/4"-0" in binder	30	c.y.	7.00	210.00
RC-3 in binder	5	tons	75.00	375.00
Class B asphaltic concrete	730	tons	10.50	7,665.00
Driveway	15	each	35.00	525.00
Estimated construction cost				$15,454.00
12-1/2% engineering & contingencies. . .				1,931.75
Survey				700.00
				$18,085.75

TOTAL ESTIMATE: $18,000

HCA:mm
11/2/62

DEPARTMENT OF PUBLIC WORKS
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Location 2nd Ave. and "F" St. Highway City of Eastside County Coos Profile

Bus. Dept. Length of Project Miles. Sta. 2nd Ave. (From "F" St. to "H" St.) "F" St. (From 2nd Ave. East) Date 8-30-62

TYPICAL SECTIONS Traffic Classif. - MEDIUM

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AUG 28 1962
ENGINEER
COUNTY & CITY RELATIONS

Soil survey and recommended surfacing thickness completed at the request of H.C. Ayers, Co.-City.

SOIL TYPE AND DESIGNATION — SURFACE THICKNESS

3" of A.C.
8" of 3/8"-0 Level course. (Incl. Binder.)
6" of crushed base.

(1)
Typical Soil
55 LL
12 PI
56 % P200
(If reduction)
% Coarse Sand
36 % Fine Sand
31 % Silt
25 % Clay
49 "P" Value (Corrected)
AASHO Classif. - A-6 (5)

(1)
Clayey Sand

Required Depth A.C.	Required Depth Base	Required Depth A.B.	Required Depth Treated Base	
		3		A.B.
		8		Level
		6		Or Base
11			11	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	1.5" Sieve % Passing	3/4" Sieve % Passing	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for:
Suitable material source to be determined by the Engineer. PAVING TYPE - CITY PREFERENCE.											
*Representative test of existing base	602770	2.67	Gravel	2"	44.3	12.2	--	---	26	6	

cc: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H.W. Yarbrough Staff Assistant
Recommended by F.F. Klaboe Asst. Construction Engineer
Recommended by E.J. Wilkins Engineer
Approved by Deputy State Highway Engineer

8-28-62

#250,000 '63 Eastside June 21, 1962

With Bob Brange investigated condition and use 2nd & Estes in Eastside and talked with Chief of Police - who advised that 12 school buses traveled this route as well as many citizens the location of these streets should ~~that~~ this was so 2nd street shows much use by other ~~street~~ traffic which use these streets as ~~Estes~~ Artery.

They are in poor condition, gravel - 2nd St has 80' right of way beside 60' right of way - Beside we can recommend..

HLG

Grade, trace from 2nd St from "E" to "D"

2" lower in Comm. 3" in "E" St

Alva Hammond

EASTSIDE
Scale in Feet
0 1000 2000 3000

City Limit

WILLANCH SLOUGH

COOS BAY

U.S. Harbor Line

T.25S. R.13W.
T.25S. R.12W.

Orange Ayers
6-21-62

Est 18' Gravel

N

Say Cannot obtain permission to Curb no money

#6 2nd St from E Looks Good

#1 E St from 2nd looks Good

#8 E St from 4 looks Good

2nd St
30'
2 lanes
6 grade

12 School busses.

2nd 80' Rw

Balance 60' Rw E

030

Play ground

COOS BAY

OREGON COAST HWY

COALBANK ST.

ISTHMUS SLOUGH

COOS RIVER HWY

CATCHING SLOUGH

COOS RIVER

City Limits

R E S O L U T I O N

5-22-62

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Eastside is an incorporated city of the State of Oregon and has a population of 1380 as given by the latest official census; and

WHEREAS, the following streets of said city, Second Avenue from D Street to E Street and E Street from Second Avenue to Sixth Avenue

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MAY 31 1962
ENGINEER
COUNTY & CITY RELATIONS

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Eastside does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Alva Hammond as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of May, 1962.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Eastside at a regular or special meeting of said Council, held on the 8th day of May, 1962, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 22 day of May, 1962.

City Recorder

COOS BAY

OREGON COAST HWY

COALBANK

SLOUGH

1ST ST

CITY LIMITS

COOS RIVER HWY

CATCHING SLOUGH

CITY LIMITS

COOS RIVER

city limits U.S. Horbar Line

COOS BAY

CITY LIMITS

WILLANCH SLOUGH

WATER LINE

T.25S R.13W
T.25S R.12W.

EASTSIDE

Scale in Feet

0 1000 2000 3000

RECORDER'S OFFICE

PHONE CO 7-6811

CITY OF EASTSIDE

P. O. BOX 325

EASTSIDE, OREGON

NOTED
Harold C. Ayers

NOTED
DON HARWELL

Attention:
H. L. Cox - Engineer
County Road Department
Salem

Gentlemen:

The City of Eastside, would request to be on the annual 1962 Special City Allotment Funds.

Please send application forms.

Yours very truly,
John C. Merchant
City Recorder.

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MAY 21 1962
ENGINEER
COUNTY & CITY RELATIONS

4-8317 Necanicum Rock Prod. Proj. on Oregon Coast, Sunset & Necanicum Hwys. 1963

#6325

RECEIVED
MAR 5 - 1964
FOR FILING

March 5, 1964

Oregon Automobile Insurance Co.,
501 Equitable Bldg.,
Portland 4
Oregon

Gentlemen:

Contract #6325 awarded to Vanaken Sand & Gravel Co., for the Necanicum Rock Production Project on the Oregon Coast; Sunset; Necanicum Highways in Clatsop County, was completed December 5, 1963, and accepted by the Highway Commission on March 3, 1964.

Final payment, in the amount of $1,542.43 will be released to the contractor after March 12, 1964. The total contract amount is $51,414.31. No work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Oregon Automobile Insurance Co.,
Walts & Wieber Ins. & Real Est.,
1831 Pacific Avenue
Forest Grove, Oregon

cc: L. H. Young
C. H. Maisen
Attn.: John Herr

cc: Vanaken Sand & Gravel Co.,

RECEIVED
MAR 4 - 1964
FOR FILING

6325

March 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed December 5, 1963 on Contract No. 6325. The contract was with Vanaken Sand & Gravel Company and was for rock production on the Necanicum Section of the Oregon Coast, Sunset, and Necanicum Highways in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 3, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
L. L. Porter
Lloyd I. Skew
Victor I. Wolfe
F. I. Merger
L. H. Young
C. H. Meiser

LPS:ajw bbc

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: Feb. 16, 1964
SECTION: Necanicum R.P.		SECTION PREFIX: 4-8317
HIGHWAY: Necanicum, Sunset & Oreg. Coast		COUNTY: Clatsop
NAME OF JOB	KIND OF WORK: Rock production- Maint.	
CONTRACTOR: Vanaken Sand & Gravel Co.	CONTRACT NUMBER: 6325	FEDERAL AID PROJECT NUMBER: (State)
DATE OF CONTRACT: August 29, 1963	DATE WORK STARTED: Sept. 12, 1963	ESTIMATED COMPLETION DATE: ~~Nov. 27, 1963~~
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 (1 day) SUPERVISION: -	SPECIFIED WORK DAYS: 55	WORK DAYS USED: 41
PROJECT AUTHORIZATION: $ 56,925	ENGINEERING AUTHORIZATION: $ 4,048	PERCENT OF TIME ELAPSED: 82
EXCLUSIVE OF ENGINEERING: $ 52,877	ENGINEERING COST TO DATE: $ 3,992	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 54,924	PERCENT OF AUTHORIZATION: 99 %	100
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 3.5 %	DATE PROJECT WAS COMPLETED: Feb. 10, 1964	

FINAL REPORT

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
						100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			17,500		
TOTAL QUANTITIES CORRECTED TO DATE			19,104		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			"		
AVERAGE DAILY QUANTITIES			460		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			-		
NUMBER OF SHIFTS PER DAY			-		
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Dozer

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Rainy		
TUESDAY	"		
WEDNESDAY	Showers		
THURSDAY	"		
FRIDAY	Rain- stormy P.M.		
SATURDAY			

NOTED
JOHN R. DARLS

RECEIVED
FEB 18 1964
NOTED
COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor worked at quarry with a dozer cleaning up the down trees from around the quarry face. Completed clean-up.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Quarry clean-up was completed this week. Semi-final can be released. Third Notification submitted.

This is final report.

SIGNED John A. Bond — John A. Bond

ADDRESS P.O. Box 149, Tillamook — Res. Engr.

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Form B-183

RECEIVED
AUG 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
August 29, 1963

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Vanaken Sand & Gravel
P. O. Box 247
Forest Grove, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6325 for the following project:

Necanicum Rock Production Project on the Oregon Coast, Sunset and Necanicum Highways in vicinity of Necanicum and Seaside in Clatsop County.

This award was based on your low bid of $47,100.00 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

F-117(25) Deschutes River-Redmond Sec., 1963
McKenzie Hwy. (Grad. & Pav.)
#6326



RECEIVED
APR 14 1965
FOR FILING
F-117(25)

April 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Deschutes River-Redmond Section of the McKenzie Highway, Contract No. 6326, Project No. F-117(25) in Deschutes County, was completed February 21, 1965.

This work was authorized by Order for State Work No. 2 dated September 5, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:cr

cc: R. N. Chase

RECEIVED
OCT 27 1964
FOR FILING

October 27, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract #6326 awarded to Babler Bros. Inc., for grading-paving the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, was completed on June 5, 1964, and accepted by the Highway Commission October 22, 1964.

Final payment, in the amount of $22,003.92 will be released to the contractor after November 3, 1964. The total contract amount is $449,680.54, including $7,334.16 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Babler Bros. Inc.,
4617 SE Milwaukie Avenue
Portland 2, Oregon

cc: L. H. Young
C. H. Maison
Attn.: John Herr

RECEIVED
OCT 26 1964

6326

October 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 5 on Contract No. 6326. The contract was with Babler Bros. Inc. and was for grading and paving on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 22, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

FORM E-20X—50M—12-48 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

6276

To:

Mr. D... B...
Division Engineer
State H... Department
Bend, Oregon

SUBJECT:

This office has been notified that [illegible] withheld by the Bureau of Public Roads on the following projects until the listed corrections have been made.

If you please take the necessary steps to secure these matters and advise when each is completed. If the work on any project has already been completed, advise of this also.

Cash on Point-Hood River - Awaiting [illegible] reports from Gun-Crete Company and completion of seeding.

Deschutes River-Redmond - Seeding and mulching, PR-47, materials items in question.

Horse Ridge Summit - Seeding and mulching. [illegible] right of way matters pending.

F. E. Morgan
Construction Engineer

By

John [illegible]
Assistant Construction Engineer

[illegible]:dp
cc L. P. [illegible]
L. H. Young
H. N. Bruman

RECEIVED
AUG - 5 1964
FOR FILING

FORM E-BOX—0041—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 29, 1964

To: Mr. Walter T. Wright
Right of Way Engineer
BUILDING

SUBJECT: Grant of Access
R. E. Clark (File 31804)
Deschutes River-Redmond Section
Contract No. 6327

Herewith request for an additional access at Station 179+98 on the above mentioned project. Details pertaining to this request are included in my letter of June 19 to Mr. Shaw, which is attached hereto.

It is the recommendation of this office and approved by Mr. Shaw that this access be granted.

F. D. Morgan
Construction Engineer

by

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Ass't Construction Engineer

EAP:dc
Attach.
cc: Lloyd P. Shaw
Dean Swift

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: July 10, 1964
SECTION: Deschutes River - Redmond		SECTION PREFIX: 9-1065
HIGHWAY: Mckenzie		COUNTY: Deschutes
NAME OF JOB: Deschutes River - Redmond	KIND OF WORK: Grading & Paving	
CONTRACTOR: Babler Bros., Inc.	CONTRACT NUMBER: 6326	FEDERAL AID PROJECT NUMBER: F-117(25)
DATE OF CONTRACT: August 29, 1963	DATE WORK STARTED: Sept. 16, 1963	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 115	WORK DAYS USED: 112
PROJECT AUTHORIZATION: $ 507,476.25	ENGINEERING AUTHORIZATION $ 36,087.20	PERCENT OF TIME ELAPSED: 97
EXCLUSIVE OF ENGINEERING: $ 471,389.05	ENGINEERING COST TO DATE $ 28,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
~~ESTIMATED~~ COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 455,050.42	PERCENT OF AUTHORIZATION . . . . . 78 %	100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 3.4 %	DATE PROJECT WAS COMPLETED: June 5, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.86	3.86		3.86	3.86
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.86	3.86		3.86	3.86
TOTAL ESTIMATED QUANTITIES (CONTRACT)	95,000CY	48,250CY		490CY 75T	15,700T 860T
TOTAL QUANTITIES CORRECTED TO DATE	108,000CY	46,594CY		510CY 76T	16,017T 888T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY			
TUESDAY			NOTED JOHN R. OAKES
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

JUL 13 1964

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate was submitted to Division office July 8, 1964.

F I N A L R E P O R T

SIGNED R. H. Clark R. H. Clark

ADDRESS P.O. Box 1249 Res. Eng'r.

Bend

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
JUL 29 1964
FOR FILE

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1964

SUBJECT: Grant of Access
R. E. Clark (File 31804)
Deschutes River-Redmond Section
Contract No. 6327

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a request for an additional access at Station 179+98 on this project. This access was included in the original negotiations but, for reasons not now known, was omitted from the option. A letter dated March 11, 1963, was written by our Right of Way Agent Daly to Mr. and Mrs. Clark informing them that this access would be granted.

The road approach was constructed under the present contract, so the net result is that this request will make the records conform to what was actually constructed. Your approval of the request is recommended.

This was discussed with Area Engineer Lowder of the Bureau of Public Roads on June 17, and he recommended approval.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachment

cc: W. T. Wright

original To Morgan
with file
cc Wright
7-29-64

RECEIVED
JUN 26 1964
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIESEN, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Lloyd P. Shaw

June 19, 1964

Project No. F-117(25)
Files No. 31816 and 31805
Deschutes River-Redmond Section
McKenzie Highway
Deschutes County

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

During the time of construction of the Deschutes River-Redmond Section of the McKenzie Highway, it was found advisable to change the location of two access points. This matter was discussed with the District Engineer of the Bureau of Public Roads, and he had no objection to the proposed changes. In each case, the new location of the point of access more nearly fit the topography of the owners' remaining land; and was not only a benefit to the owner, but was also an enhancement to traffic flow and the safety of the highway user.

Attached are copies of the two Indenture instruments wherein is shown the changes which were made. Attached also, are portions of the right of way map of the Deschutes River-Redmond Section, McKenzie Highway, Deschutes County. On these maps are shown in red color, the location of the new points of access.

Since the change of the two points of access have had the verbal approval of the District Engineer, we plan to go ahead with presenting the Indenture instruments to the Highway Commission for approval.

The right of way for this section of highway was acquired with State funds. Construction was accomplished under Project No. F-117(25), Deschutes River-Redmond Section, McKenzie Highway, Deschutes County.

If you have any question in this matter, please advise.

Very truly yours,

L. I. LINDAS
Chief Counsel

By D. H. Moehring
D. H. Moehring
Assistant Right of Way Engineer

DHM:gc
Attachments

NOTED
LLOYD P. SHAW

RECEIVED
MAY 29 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1964

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

SUBJECT: Changes of Access Locations
Files: 31803 (U.S. Government)
31805 (Bigelow)
31816 (Nolan)
Deschutes River-Redmond Section
McKenzie Highway
Contract No. 6326

Attached are three requests for changes of access locations on this project. All are less than a 50-foot change, all are requested by our Resident Engineer and made during construction of the project, and none of them affect changes of use.

Approval of the changes as requested is recommended. The approval of the Bureau of Public Roads in this type of change is routine.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: W. T. Wright

NOTED
LLOYD P. SHAW

Approved 5-25
Attachments To
Decker 5-28-64

cc Wright
5-28-64

Monthly transaction number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
F-117(2) 4-77		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 4/22/64	County
12		Deschutes
		Project number F-117(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 1, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 489,506.00

Revised Federal funds $ 308,000.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22 day of April, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Hayden L. Stone

ASSISTANT State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
Division Engineer

By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-117(25)

DESCHUTES RIVER-REDMOND SECTION OF THE

McKENZIE HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include all work retained in PS & E Status.)

Salem, Oregon, March 30, 1964

Type Code 6201
Roadway (Sta. 101+50 to Sta. 305+44)(Contract 6326)

Clearing and Grubbing	All Required		$ 17,500.00
Drainage Excavation, Unclassified	2,000 cu.yds.	$ 12.00	24,000.00
Special Borrow Excavation, Unclassified	39,000 cu.yds.	0.60	23,400.00
General Excavation, Unclassified	56,000 cu.yds.	1.85	103,600.00
Short Overhaul	100,000 yd.stas.	.02	2,000.00
Long Overhaul	700 C-yd.stas.	0.40	280.00
Finishing Roadbed and Slopes	3.86 miles	1,000.00	3,860.00
Rounding Cutbanks	13,500 lin.ft.	0.10	1,350.00
12-inch Culvert Pipe (Concrete or Uncoated Metal)	1,250 lin.ft.	2.50	3,125.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	710 lin.ft.	4.00	2,840.00
24-inch Culvert Pipe (Concrete or Uncoated Metal)	80 lin.ft.	5.00	400.00
30-inch Culvert Pipe (Concrete or Uncoated Metal)	175 lin.ft.	7.00	1,225.00
18-inch Corrugated Steel Pipe	12 lin.ft.	5.00	60.00
21-inch Corrugated Steel Pipe	15 lin.ft.	6.00	90.00
65-inch Arch-Type Corrugated Metal Pipe	80 lin.ft.	20.00	1,600.00
Salvaging and Reinstalling Culver Pipe	170 lin.ft.	3.00	510.00
10-inch Concrete Siphon Pipe	790 lin.ft.	4.00	3,160.00
18-inch Siphon Pipe (Concrete or Uncoated Metal)	240 lin.ft.	4.00	960.00
36-inch Siphon Pipe (Concrete or Uncoated Metal)	120 lin.ft.	8.00	960.00
Standard Concrete Siphon Boxes	10 cu.yds.	160.00	1,600.00
18-inch Culvert End Sections	10 only	35.00	350.00
21-inch Culvert End Sections	2 only	50.00	100.00
24-inch Culvert End Sections	2 only	80.00	160.00
30-inch Culvert End Sections	4 only	100.00	400.00
Special Siphon Boxes (Sta. 137+90)	All Required		2,150.00
Siphon-Diversion Box (Sta. 225+35)	All Required		1,500.00
Trash Rack (Sta. 235+95)	All Required		700.00

Diversion Boxes	2 only	$200.00	$ 400.00
Concrete Inlets, Type CB-1 Modified	12 only	125.00	1,500.00
8-inch Drain Wells, 25 feet Deep	12 only	100.00	1,200.00
8-inch Drain Wells Below 25 feet Depth	130 lin.ft.	4.00	520.00
8-inch Well Casing	70 lin.ft.	5.00	350.00
Concrete Curbs and Gutters	220 cu.yds.	55.00	12,100.00
Metal Guard Rail	2,800 lin.ft.	2.50	7,000.00
Rail End Pieces	20 only	5.00	100.00
Guide Posts, W-1	110 only	6.00	660.00
Type 2 Fence	380 rods	7.00	2,660.00
16' x 48" Metal Gates	4 only	100.00	400.00
16' Treated Timber Cattle Guards	6 only	600.00	3,600.00
Coarse Crushed Material in Base	39,300 cu.yds.	1.50	58,950.00
3/4" - 0 Material in Base	8,950 cu.yds.	2.80	25,060.00
Sprinkling	1,900 M-gals.	3.00	5,700.00
Preparation of Base	3.86 miles	500.00	1,930.00
3/4" - 0 Material in Binder Course	490 cu.yds.	4.00	1,960.00
RC-250 Asphalt	75 tons	50.00	3,750.00
Asphaltic Concrete Mixture	15,700 tons	5.00	78,500.00
Asphalt in Mixture	860 tons	32.00	27,520.00
Extra for Paving Approaches	110 only	40.00	4,400.00
			$436,140.00
Flagging (57½% of Contractor's Cost)	All Required		$ 2,000.00
Salvage and Reinstall Cattle Guard	All Required		950.00
Test Drain Wells	All Required		150.00
Construct Filter Base	All Required		200.00
Seeding and Mulching	All Required		3,000.00
			$ 6,300.00
Utilities			
Work by Central Electric Coop.	All Required		$ 260.49
Work by City of Redmond	All Required		839.44
Work by Pacific Power & Light Co.	All Required		1,466.40
			$ 2,566.33
	Subtotal		$445,006.33
	10% Engr. & Cont.		44,499.67
	Total		$489,506.00

Length of Roadway - - - - - - - - 3.863 Miles
Cost of Roadway Per Mile- - - - $126,716.54

Federal Funds	$308,000.00
State Funds	181,506.00
	$489,506.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

DESCHUTES RIVER-REDMOND SECTION

PROJECT NO. F-117(25)

Estimated cost of work by the Central Electric Coop.

Labor	$248.86
Materials	45.10
Salvage Credit	-33.47 Cr.
	$260.49

Estimated cost of work by the City of Redmond

Labor	$447.16
Material	413.08
Salvage Credit	-20.80 Cr.
	$839.44

Estimated cost of work by Pacific Power & Light Company

Material	$1,522.67
Labor	4,381.48
Equipment	401.00
Easement	10.00
General Overhead	960.03
Salvage Credit	-676.72 Cr.
Cost of 18 Poles	$6,598.46

Cost of moving 1 Pole = $ 366.60

State Responsible for 4 Poles ($366.60 x 4) $1,466.42

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
D
OCT 16 1963

PROJECT REPORT NO.
FOR FILING

FOR R-2 (REV. --61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Deschutes

PROJECT NO.: F-117(25)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 126 Deschutes River to Redmond

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	3.863
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 486,970.00	$ 306,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Slater

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

xxx A. W. Parsons
(Division Engineer)

By: L. H. Backlund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal-Aid
Project No. F-117(25)

DESCHUTES RIVER-BRIDGE SECTION OF THE

McKENZIE HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1963

Type Code 6201
Roadway (Sta. 101+50 to Sta. 305+44) (Contract No. 6326)

Clearing and Grubbing	All Required			$ 17,500.00
Drainage Excavation, Unclassified	2,000	cu.yd.	$ 12.00	24,000.00
Special Borrow Excavation, Unclassified	39,000	cu.yd.	0.60	23,400.00
General Excavation, Unclassified	56,000	cu.yd.	1.85	103,600.00
Short Overhaul	100,000	yd.sta.	0.02	2,000.00
Long Overhaul	700	C-yd.sta.	0.40	280.00
Finishing Roadbed and Slopes	3.86	mile	1,000.00	3,860.00
Mounting Cutbanks	13,500	lin.ft.	0.10	1,350.00
12-inch Culvert Pipe (Concrete or Uncoated Metal)	1,250	lin.ft.	2.50	3,125.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	710	lin.ft.	4.00	2,840.00
24-inch Culvert Pipe (Concrete or Uncoated Metal)	80	lin.ft.	5.00	400.00
30-inch Culvert Pipe (Concrete or Uncoated Metal)	175	lin.ft.	7.00	1,225.00
18-inch Corrugated Steel Pipe	12	lin.ft.	5.00	60.00
24-inch Corrugated Steel Pipe	15	lin.ft.	6.00	90.00
65-inch Arch-Type Corrugated Metal Pipe	80	lin.ft.	20.00	1,600.00
Salvaging and Reinstalling Culvert Pipe	170	lin.ft.	3.00	510.00
18-inch Concrete Siphon Pipe	790	lin.ft.	4.00	3,160.00
18-inch Siphon Pipe (Concrete or Uncoated Metal)	240	lin.ft.	4.00	960.00
36-inch Siphon Pipe (Concrete or Uncoated Metal)	120	lin.ft.	8.00	960.00
Standard Concrete Siphon Bends	10	cu.yd.	160.00	1,600.00
18-inch Culvert End Sections	10	only	35.00	350.00
24-inch Culvert End Sections	2	only	50.00	100.00
30-inch Culvert End Sections	2	only	80.00	160.00
Special Siphon Bends (Sta. 137+90)	4	only	100.00	400.00
Siphon-Diversion Box (Sta. 225+35)	All Required			2,150.00
Trash Rack (Sta. 235+95)	All Required			1,500.00
Diversion Bends	All Required			700.00
Concrete Inlets, Type CB-1 Modified	2	only	200.00	400.00
	12	only	125.00	1,500.00

8-inch Drain Wells, 25 feet Deep	12 ea	$ 100.00	$ 1,200.00
8-inch Drain Wells, Below 25 feet Depth	130 lin.ft.	4.00	520.00
8-inch Well Casing	70 lin.ft.	5.00	350.00
Concrete Curbs and Gutters	220 cu.yd.	55.00	12,100.00
Metal Guard Rail	2,800 lin.ft.	2.50	7,000.00
Rail End Pieces	20 ea	5.00	100.00
Guide Posts, M-1	110 ea	6.00	660.00
Type 2 Fence	340 rod	7.00	2,380.00
16' x 48" Metal Gates	4 ea	100.00	400.00
16' Treated Timber Cattle Guards	6 ea	600.00	3,600.00
Coarse Crushed Material in Base	39,300 cu.yd.	1.50	58,950.00
3/4" - 0 Material in Base	8,950 cu.yd.	2.80	25,060.00
Sprinkling	1,900 M gal.	3.00	5,700.00
Preparation of Base	3.86 mile	500.00	1,930.00
3/4" - 0 Material in Binder Course	490 cu.yd.	4.00	1,960.00
RC-250 Asphalt	75 ton	50.00	3,750.00
Asphaltic Concrete Mixture	15,700 ton	5.00	78,500.00
Asphalt in Mixture	860 ton	32.00	27,520.00
Extra for Paving Approaches	110 ea	40.00	4,400.00
			$436,110.00
Flagging (37½ of Contractor's Cost)	All Required		$ 2,000.00
Salvage and Reinstall Cattle Guard	All Required		950.00
Test Drain Wells	All Required		150.00
Construct Filter Box	All Required		200.00
Seeding and Mulching	All Required		3,000.00
			$ 6,300.00
Utilities			
Work by Central Electric Co-op.	All Required		$ 260.49
	Subtotal		$442,700.49
	10% Engr. & Cont.		44,269.51
	Total		$486,970.00

Length of Roadway - - - - - - 3.863 Miles
Cost of Roadway Per Mile- - $126,060.05

Federal Funds - - - - - -

Work Retained in F.A.S. 8 S. Status

Description	Total Cost	Federal Funds	State Funds
Work by Oregon-Washington Tel. Co.	$2,200.00	$1,300.00	$ 900.00
Work by City of Redmond	2,750.00	1,750.00	1,000.00
Work by Pacific Power and Light Co.	2,160.00	1,850.00	1,060.00
	$7,110.00	$4,900.00	$2,910.00

[redacted]

[redacted]

Estimated work for the Central Electric Co-op.

Labor	$249.86
Materials	45.10
Salvage Credit	-33.47 Cr.
	$260.49

Oregon State Highway Department

Federal-Aid 7
Project No. F-11[illegible](25)

DESCHUTES RIVER-REDMOND SECTION OF THE

MCKENZIE HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, July 31, 1963

Type Code 6201
Roadway (Sta. 101+50 to Sta. 305+44)

Clearing and Grubbing	All Required			$ 20,000.00
Drainage Excavation, Unclassified	2,000	cu.yds.	$ 4.00	8,000.00
Special Borrow Excavation, Unclassified	39,000	cu.yds.	0.90	35,100.00
General Excavation, Unclassified	56,000	cu.yds.	1.50	84,000.00
Short Overhaul	100,000	yd.stas.	0.015	1,500.00
Long Overhaul	700	C-yd.stas.	0.50	350.00
Finishing Roadbed and Slopes	3.86	miles	1,000.00	3,860.00
Rounding Cutbanks	13,500	lin.ft.	0.20	2,700.00
12-inch Culvert Pipe(Concrete or Uncoated Metal)	1,250	lin.ft.	3.50	4,375.00
18-inch Culvert Pipe(Concrete or Uncoated Metal)	710	lin.ft.	5.00	3,550.00
24-inch Culvert Pipe(Concrete or Uncoated Metal)	80	lin.ft.	7.50	600.00
30-inch Culvert Pipe(Concrete or Uncoated Metal)	175	lin.ft.	8.50	1,487.50
18-inch Corrugated Steel Pipe	12	lin.ft.	5.00	60.00
21-inch Corrugated Steel Pipe	15	lin.ft.	6.50	97.50
65-inch Arch Type Corrugated Metal Pipe	80	lin.ft.	32.00	2,560.00
Salvaging and Reinstalling Culvert Pipe	170	lin.ft.	3.00	510.00
10-inch Concrete Siphon Pipe	790	lin.ft.	3.00	2,370.00
18-inch Siphon Pipe (Concrete or Uncoated Metal)	240	lin.ft.	6.00	1,440.00
36-inch Siphon Pipe (Concrete or Uncoated Metal)	120	lin.ft.	12.00	1,440.00
Standard Concrete Siphon Boxes	10	cu.yds.	85.00	850.00
18-inch Culvert End Sections	10	only	50.00	500.00
21-inch Culvert End Sections	2	only	60.00	120.00
24-inch Culvert End Sections	2	only	65.00	130.00
30-inch Culvert End Sections	4	only	90.00	360.00
Special Siphon Boxes (Sta. 137+90)	All Required			1,500.00
Siphon Diversion Box (Sta. 225+35)	All Required			1,000.00
Trash Rack (Sta. 235+95)	All Required			600.00
Diversion Boxes	2	only	125.00	250.00
Concrete Inlets, Type GB-1 Modified	12	only	120.00	1,440.00

8-inch Drain Wells, 25 feet Deep	12	only	$ 175.00	$ 2,100.00
8-inch Drain Wells, Below 25 feet Depth	130	lin.ft.	6.00	780.00
8-inch Well Casing	70	lin.ft.	7.50	525.00
Concrete Curbs and Gutters	220	cu.yds.	55.00	12,100.00
Metal Guard Rail	2,800	lin.ft.	3.00	8,400.00
Rail End Pieces	20	only	5.00	100.00
Guide Posts, W-1	110	only	7.25	797.50
Type 2 Fence	380	rods	8.00	3,040.00
16' x 48" Metal Gates	4	only	100.00	400.00
16' Treated Timber Cattle Guards	6	only	1,000.00	6,000.00
Coarse Crushed Material in Base	39,300	cu.yds.	2.35	92,355.00
3/4" - 0 Material in Base	8,950	cu.yds.	4.00	35,800.00
Sprinkling	1,900	M-gal.	3.00	5,700.00
Preparation of Base	3.86	miles	250.00	965.00
3/4" - 0 Material in Binder Course	490	cu.yds.	5.50	2,695.00
RC-250 Asphalt	75	tons	48.00	3,600.00
Asphaltic Concrete Mixture	15,700	tons	4.65	73,005.00
Asphalt in Mixture	860	tons	34.00	29,240.00
Extra for Paving Approaches	110	only	30.00	3,300.00
				$461,652.50
Flagging (57½% of Contractor's Cost)	All Required			2,000.00
Salvage and Reinstall Cattle Guard	All Required			950.00
Test Drain Wells	All Required			150.00
Construct Filter Box	All Required			200.00
Seeding and Mulching	All Required			3,000.00
				$ 6,300.00
Utilities				
Work by Oregon-Washington Tel. Co.	All Required			$ 2,000.00
Work by Central Electric Coop.	All Required			1,300.00
Work by City of Redmond	All Required			2,500.00
Work by Pacific Power & Light Co.	All Required			2,600.00
				$ 8,400.00
	Subtotal			$476,352.50
	10% Engr. & Cont.			47,634.50
	Total			$523,987.00

Length of Roadway - - - - - - - - - - - - - - - - - 3.863 Miles
Cost of Roadway Per Mile - - - - - - - - - - - - - $135,642.50

Federal Funds -	$330,000.00
State Funds -	193,987.00
	$523,987.00

RECEIVED
APR 9 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1964

SUBJECT: Deschutes River-Redmond Section
McKenzie Highway
Contract No. 6326

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

On April 3, 1964, Mr. Dean Swift, Mr. R. H. Clark and I contacted Mr. John Berning and Mr. A. W. Myers regarding the City's complaint of sidewalks not matching the reconstructed curbs on the above project. Mr. Berning stated that the adjacent property owners had complained bitterly because of the drop-off from the top of the curb to the sidewalk and requested that the State Highway Department reconstruct the sidewalk to the elevation of the top of the curb. He stated that they desired the slope of the sidewalk to be in the direction away from the curb so as to minimize the height of the fill on the adjacent property.

I pointed out that this was contrary to engineering practices and would cause drainage problems to the adjacent property, but he requested that we proceed in this manner and that the City would accept all complaints regarding the drainage.

I again requested a firm statement from him as to the slope of the sidewalk and he reiterated that this is what they wish us to build. Therefore, on this basis, we agreed to reconstruct the sidewalk to the elevation of and abutting the curb rather than leave the 1-1/2 to 2 feet of space between the curb and the sidewalk.

Mr. Berning then stated that this was the only area in conflict and they would request no further corrective action and were satisfied with the project.

The reconstruction of the sidewalk will cost approximately $1,000. The Bureau of Public Roads has indicated that they will not participate as it has been past policy for the Department not to construct sidewalks unless damaged by actual construction. However, when told of the wording in the agreement, they advised that participation would be considered and answer made when the work order was received.

As to the Clemence complaint, their property is a corner lot which is lower in elevation than both streets. It is impossible to meet the grade of the intersecting street without constructing a shallow fill across their property. Mr. Berning advised Mr. Swift that the City would take care of the complaint.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:fp

cc H. S. Cox
Dean Swift
R. H. Clark

FORM E-123X 50M 12-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 7, 1964

Mr. Rupert B. Park
City Attorney
City of Redmond
445 South Seventh Street
Redmond, Oregon

Dear Sir:

Upon receipt of your letter of the 25th of March, 1964, Mr. Dean Swift, Mr. R. H. Clark and Mr. J. F. Putnam met with Mr. Berning and Mr. Myers to discuss the problem of the sidewalk on the north side of Highland Avenue between 11th and 12th Streets.

An agreement was reached wherein the State Highway Department would reconstruct the existing sidewalk in this block raising it to the elevation of the top of the curb and placing it against the back of the new curb. It was also agreed at this meeting that the sidewalk would be sloped away from the curb and that the City would assume all obligations which would arise from possible drainage problems.

We feel that the problem has now been amicably settled and wish to thank you for bringing this matter to our attention.

Very truly yours,

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

JFP:fp
cc Lloyd Shaw
H. S. Cox
Dean Swift
R. H. Clark

Salem, Oregon
March 30, 1964

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Deschutes River-Redmond Section
McKenzie Highway

Because of several complaints from Redmond regarding treatment of sidewalks on the subject project, a telephone call was placed by Mr. Decker, Friday a. m. (March 27, 1964), instructing Mr. Swift to have an estimate made of cost to reconstruct certain areas of sidewalks. In general, these are walks which do not meet the grade elevations of new curbs.

A letter from the City of Redmond directed to you under date of March 25, also takes issue with our not either fitting existing walks with curbs or reconstructing the walks to the curb elevation. The City quotes its agreement with the State which requires that existing walks be replaced if "affected" by the project. It is the City's feeling that a drop of four or more inches in one and one-half feet from the curb to the walk is far too steep and that the walks are therefore "affected" by the project.

As I told you in our conversation earlier this week, any sidewalk lateral slope exceeding 3/4-inch per foot is dangerous if frosty or icy. The filler strips between curb and walk are almost certain to be used as part of the walk, particularly at night, and will be an element of hazard.

For the above reasons, evaluate this project on the basis of walk replacement, where necessary, and advise me of the effect on its estimated cost in relation to authorization.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

FORM E-30X—50M—5-62 43008

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March27, 1964

To: MEMO TO THE FILES

SUBJECT: Deschutes River-Redmond Section
McKenzie Highway
Contract No. 6326

On this A.M. (March 27) a suggested reply (Rough Draft dated March 26) to the City of Redmond, which would deny the City's request for adjustment of sidewalks to new curb grades, was discussed with Mr. Shaw. Before a reply to the City was released Mr. Shaw requested more detailed information, particularly with regard to costs of this adjustment.

Soon after this discussion I was advised of a verbal complaint by a Dorothy Clemence, who was in Mr. Shaw's office at the time. This complaint concerned new embankment diverting drainage towards her property at 8th and Highland in Redmond. Also, the effect this embankment had on the driveway to this place.

A request for a report on both the adjustment of sidewalks and the condition at the Clemence property was conveyed to Mr. Swift by phone. He was to investigate this afternoon.

Dorothy Clemence is to be notified of decisions made. Her address is 609 South 3rd, Redmond, with phone number of 548-4164.

~~APPROVED~~

ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: L. P. Shaw
Dean Swift

RECEIVED
MAR 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

LAW OFFICES OF
RUPERT E. PARK
535 SOUTH SEVENTH STREET - BOX 668
REDMOND, OREGON 97756

445 SOUTH SEVENTH STREET
PHONE: LI 8-2617
REDMOND, OREGON

25 March, 1964

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Highway Department -
Redmond (McKenzie Highway
Construction Project)

Dear Mr. Morgan:

As you may be aware, the construction program now in progress on Highland Avenue, which is a part of the Deschutes River - Redmond Section of the McKenzie Highway, in the City of Redmond, has resulted in the construction of some new curbing, adjacent to some existing sidewalks.

On the North side of Highland Avenue, between 11th and 12th Streets, this has resulted in a condition in which the curb is now some four or five inches higher than the existing sidewalk. I am enclosing a copy of a letter from Mr. Dean Swift commenting upon this matter.

At the Council meeting on 24 March, 1964, I was instructed to write a letter indicating the dissatisfaction of the City with this proposed remedy.

Calling your attention to sub-section 1, under General Provisions, on page 3 of contract between the parties, dated 29 August, 1963, the first sentence is as follows: "It is expressly understood and agreed by the parties hereto that any existing sidewalks within the City Limits affected by the project shall be replaced or realigned as a part of the project." (underscoring added)

The sidewalks in question were existing sidewalks and were certainly affected by the higher curb line. I feel that it is clear that re-alignment refers both to horizontal and vertical alignment and therefore it would appear that the sidewalk should be replaced as part of the project.

The Oregon State Highway Department has been extremely cooperative in the past and the City has enjoyed the very finest

relationship with the Department and I trust that this matter can be worked out in our usual good and amicable manner and in accordance with what appears to be fair intent of the agreement.

I would be pleased to hear from you at your earliest convenience.

Very truly yours,

R. E. P.

Rupert E. Park
City Attorney

REP/fd
Enc. 1

cc. Mr. Forrest Cooper
Salem, Oregon

cc. Mr. Dean Swift
Bend, Oregon

cc. Mr. Robert V. Clark
Bend, Oregon

cc. Mr. John Berning
City Hall
Redmond, Oregon

cc. Marjorie States
City Recorder
Redmond, Oregon

RECEIVED
MAR 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
~~EXECUTIVE~~
Bend, Oregon
March 20, 1964

Mr. John Berning
City Manager
Redmond, Oregon

Dear Sir:

The matter of sidewalk adjustment on the new construction of the McKenzie Highway in Redmond was referred to the Salem Office. Their interpretation of Paragraph 1, General Provisions, that you referred to in our conversation last week, was that this referred only to sidewalks that had to be removed or destroyed by contractor's equipment. From my own experience our policy in the past has been to construct only the walks that were destroyed. In as much as this walk is removed from the curb, we intend to use the distance between the sidewalk and curb to blend the top of the curb to the sidewalk with asphaltic concrete.

Very truly yours,

Dean Swift

DEAN SWIFT
Division Engineer

DS:me
cc: F. D. Morgan

RECEIVED
JAN 9 1964
FOR FILING

January 8, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8, covering construction of two 8-inch headgates and concrete checks on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, Contract No. 6326 in connection with Federal-Aid Project No. F-117(25).

This work is necessary for proper distribution of water for irrigation and is an obligation under State's agreement with Central Oregon Irrigation Company.

This work was verbally recommended for approval by the BPR Area Engineer, January 6, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
NOV 21 1963
FOR FILING
6326

477 Cottage Street N.E.
Salem, Oregon 97301

November 13, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By G. R. Brooks
District Engineer

Oregon Project F-117(25)
Deschutes River - Redmond Section
Pacific Power & Light Co. Utility Adjustment

Our memorandum dated August 5, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 5, 1963, furnished prior to award of contract for the physical construction, as modified by Mr. Litchfield's October 21, 1963 letter, and the above-mentioned utility's letter dated October 8, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Hardie's letter dated October 23, 1963. Reimbursement on an agreed lump sum basis of $1,466.40 is approved.

The above-mentioned P. S. & E. memorandum authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were authorized to proceed with actual adjustments for the above-mentioned utility on October 24, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957, and supplements thereto.

original To Young
cc Litchfield
11-20-63

NOTED
LLOYD P. SHAW

RECEIVED
NOV 12 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 6, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pacific Power & Light Co. Relocation
Deschutes River-Redmond Section
Deschutes County
Project No. F-117(25)
Contract No. 6326

Dear Sir:

This is in reply to your letter of October 29, 1963, concerning the above company's lump sum agreement.

The amount of $1,466.40 for the reimbursable portion of the company's work is satisfactory in that it pays the pro rata share of the cost of adjustment. This is $1.54 more than the original estimate made by the company for a total of 18 poles, 4 of which were reimbursable.

Please change your copies of the estimate to read as follows:

Total cost of relocating 18 poles	=	$6,598.86
Cost 1 pole	=	366.60
4 reimbursable poles @ $366.60	=	$1,466.40 Lump Sum

This adjustment was discussed by Mr. Preston and Mr. Girvin on October 24, 1963, and authority to proceed with the work, subject to review by Area Engineer, was given as of that date.

As mentioned above, the figure of $1,466.40 is slightly more than the company's lump sum request and, therefore, is suitable to them. Your approval of the estimate as revised and described above, and authorization to proceed with the work, effective October 24, 1963, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
NOV 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

PGP:bjm

cc: L. P. Shaw
C. H. Maison
L. H. Young
Dean Swift
F. W. Sugnet

RECEIVED
NOV 1 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

October 29, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

08-35.5

Oregon Project F-117(25)
Deschutes River - Redmond Section
Pacific Power & Light Company Utility Adjustment

Your letter of October 23, 1963 requested we approve the agreement as evidenced by the exchange of correspondence, cost estimate, and sketch map. You were authorized to proceed with the actual relocation on October 24, 1963, subject to our review of your submission.

We cannot approve participation with Federal funds on a lump sum basis on the basis of your submission. Originally 18 poles were to be relocated, but when staking was completed only 17 were to be relocated. The original estimate should be reduced by the cost of the one pole, not change the basis of reimbursement from 4/18ths to 4/17ths on a cost estimate for 18 poles. Based on the estimate and assuming the cost on each pole is usual, it would cost $366.60 per pole, or $1466.40 for the four poles to be moved at State expense. Your submission proposes a lump sum of $1552.62.

Our approval for Federal participation will be given provided the lump sum amount is corrected to the proper pro rata share, and the Utility company concurs in the revised basis for reimbursement.

original To Young
11-1-63

RECEIVED
OCT 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD P. SHAW

RECEIVED
OCT 28 1963
FOR FILING

October 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7, covering additional weir box and gate on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, Contract No. 6326, in connection with Federal-Aid Project No. F-117(25).

This work is necessary due to change in delivery point of water. This is a right of way obligation, File No. 33480.

This work was verbally recommended for approval by the BPR Area Engineer October 21, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

DBP:ia

RECEIVED
OCT 24 1963
FOR FILING

6326

October 23, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Deschutes River-Redmond Section
Deschutes County
Project No. F-117(25)
Contract No. 6326

Dear Sir:

Herewith are the following data covering adjustment of the Pacific Power & Light Company power line in connection with construction of the subject project:

1. Two copies of our Staff Attorney's letter dated August 5, 1963.

2. Two copies of the Power Company's estimate of cost for making the adjustments.

3. Two sets of sketches showing the work to be done.

4. Two copies of our Utility Liaison Engineer's letter listing the deviations from the Staff Attorney's letter.

This completes the agreement between the State and the Power Company for utility adjustments. Your approval of the agreement and authorization to proceed with the work are requested. It is also requested that reimbursement on a basis of 4/17ths of the total cost of adjustment be approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By N

L. H. Young
Office Engineer

RECEIVED
OCT 30 1963

FOR FILING

6211

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1963

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Pacific Power & Light Company Adjustment
Deschutes River-Redmond Section
Deschutes County
Project No. F-117(25)
Contract No. 6326

Attached you will find a copy of our Staff Attorney's letter dated August 5, 1963, and 3 copies of estimate and sketches from subject company for power line adjustments on this section.

This deviates from the Staff Attorney's letter in the following places:

Transmission line pole #21 was found not to conflict with construction.

It was found after the project had been staked that there are a total of 17 distribution line poles actually in conflict, 4 of which are on private property; thus, the State will be obligated to pay 4/17ths of the total cost of adjustment.

The poles described in paragraph "1" on page 2 of our Staff Attorney's letter have not been included in the estimate as the company is going to do this relocation as a separate unit and it is non-reimbursable.

The above changes have been checked by Mr. Sugnet and the estimate and sketch as submitted by the Company, with the change in percentage as noted on the estimate, is a true representation of the conflicts as it now exists in the field.

Please send two copies of this letter, estimate and sketches to the Bureau of Public Roads for their approval in the usual manner.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachments

cc: L. P. Shaw
C. H. Maison
D. B. Parkes (2)
F. W. Sugnet

RECEIVED
OCT 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1963
FOR FILING

October 18, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the exploration of and demolishing of a lava cave on the Deschutes-Redmond Section of the McKenzie Highway in Deschutes County, Contract No. 6326 in connection with Federal-Aid Project No. F-117(25).

Crevices have shown up in excavation work. The one cave, the roof of which is about one foot below subgrade, must be broken into and backfilled to provide support for the roadbed. This order covers the demolition of the cave.

This work was verbally recommended for approval by the BPR Area Engineer. The Field was authorized to proceed October 2, 1963, as an emergency measure to expedite construction. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
OCT 10 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

October 1, 1963

Original signed by
By: T. Dec
T. Dec
Eng. Coordinator
Engineering Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project F-117(25)
Deschutes River-Redmond Section
City of Redmond Utility Adjustment

Our memorandum dated August 5, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated August 29, 1963 covering utility adjustments and traffic control measures was approved by this office on September 17, 1963. We now approve your supplemental staff attorney's letter dated August 15, 1963 as well as the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Young's letter dated September 25, 1963. Reimbursement on an agreed lump sum basis of $839.44 is approved.

The above mentioned P. S. & E. memorandum authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of FPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

original to Young
10-10-63

RECEIVED
SEP 2 6 1963
FOR FILING

September 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Deschutes River-Redmond Section
McKenzie Highway
Deschutes County
Project No. F-117(25)

Dear Sir:

Herewith are the following data covering adjustment of the City of Redmond water lines in connection with construction of the subject project:

1. Two copies of the City's estimate of cost for making the adjustments.

2. Two copies each of sketches showing the work to be done.

3. Two copies of our Field Utility Liaison Engineer's letter listing adjustments not included in the Staff Attorney's letter submitted August 26, 1963.

This completes the agreement between the State and City for utility adjustments. Your approval of the agreement and authorization to proceed with the work are requested. It is also requested that reimbursement on lump sum basis be approved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:fb

RECEIVED
SEP 16 1963
FOR FILING

September 16, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering directional signing on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, Contract No. 6326 in connection with Federal-Aid Project No. F-117(25).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the special provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

Enc.

DH: 2

RECEIVED
SEP 16 1963
FOR FILING

September 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering filter box on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, Contract No. 6326 in connection with Federal-Aid Project No. F-117(25).

It is necessary to construct filter box at Station 102+60 to replace an existing filter box. This is an anticipated item of the contract and is shown on the plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 13 1963
FOR FILING

September 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering cattle guard on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, Contract No. 6326 in connection with Federal-Aid Project No. F-117(25).

It is necessary to salvage and reinstall cattle guard as stipulated in the contract. This is an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:er

RECEIVED
SEP 13 1963
FOR FILING

September 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-238, covering seeding and mulching on the Deschutes River-Sisemore Section of the McKenzie Highway in Deschutes County, Contract No. 6326, in connection with Federal Aid Project No. F-117(25).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,000.00, with Federal participation of $1,000.00

Very truly yours,

Forrest Cooper
State Highway Engineer

By LHY

L. H. Young
Office Engineer

Enc.

RECEIVED
SEP 13 1963
FOR FILING

September 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, Contract No. 6326 in connection with Federal-Aid Project No. F-117(25).

Very truly yours,

Forrest Cooper
State Highway Engineer

By J. A. H.
P. H. Young
Office Engineer

Enc.

DEP:dr

RECEIVED
SEP 16 1963
FOR FILING

September 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering testing drain wells on the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, Contract No. 6326 in connection with Federal-Aid Project No. F-117(25).

It is necessary to test drain wells to determine if adequate. This is an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. M. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
SEP 13 1963
FOR FILING

(324)

477 Cottage Street NE.
Salem, Oregon

September 9, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Doc
Asst. Div. Engineer

T. Doc
Assistant Division Engineer
Salem, Oregon

Oregon Project F-117(25), Deschutes River - Redmond Section
Central Electric Cooperative Utility Adjustment

Our memorandum dated August 5, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 2, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated August 26, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated August 29, 1963. Reimbursement on an agreed lump sum basis of $260.49 is approved.

Our P.S. & E. memorandum dated August 5, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

original To Young
cc Litchfield
9-12-63

RECEIVED
OCT 16 1963
FOR FILING

MISC. CONTRACTS and AGREEMENTS No.

6376

Salem, Oregon
Sept. 6, 1963

Agenda Item 4-I

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Records Engineer

Cooperative Construction Agreement
Deschutes River-Redmond Section
McKenzie Highway
City of Redmond

Attached is a conformed copy of a cooperative construction agreement with the City of Redmond coveringconstruction on the Deschutes River-Redmond section of the McKenzie Highway in the City of Redmond.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Redmond.

Secretary

rn
Attach: 1

RECEIVED
OCT 16 1963
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

September 6, 1963

Central Oregon Irrigation District
P.O. Box 548
Redmond, Oregon

Agenda Item 4-h

Attention: Mr. E.G. Mansfield

Gentlemen:

We are enclosing for the records and files of the Central Oregon Irrigation District a fully executed copy of an agreement between the State Highway Commission and the Central Oregon Irrigation District to permit the re-adjustment and restoration of irrigation facilities as part of the contract work on the Deschutes River-Redmond section of the McKenzie Highway in Deschutes County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

P.S. A fully executed copy of the above agreement has been retained in this office for the Commission's files.

RECEIVED
SEP 5 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 29, 1963

6326

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-117(25)
Deschutes River-Redmond Section
Grading and paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6326 to Babler Bros., Inc. of Portland, Oregon, low bidder in the amount of $436,140.00 at the August 27, 1963 bid opening.

Mr. Litchfield's August 26, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our August 5, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

Mr. Hershberger's August 15, 1963 letter to the city of Redmond indicates that the city executed the agreement on August 5, 1963. A copy of this letter was furnished with the previously mentioned letter from Mr. Litchfield.

NOTED
LLOYD P. SHAW

original To Young
cc Litchfield
9-5-63

FORM E-123

RECEIVED
AUG 30 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDL
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 29, 1963

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6326 for the following project:

Grading and paving on the Deschutes River-Redmond Section of McKenzie Highway, west of Redmond in Deschutes County.

This award was based on your low bid of $436,140.00 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank McArgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
AUG 20 1963
FOR FILING

Filed

August 20, 1963

Oregon State Highway Commission

Gentlemen:

A cooperative construction agreement with the City of Redmond regarding reconstruction of the Deschutes River-Redmond Section of the McKenzie Highway will be presented for your consideration at the August 29 Commission meeting.

The agreement provides that the State relocate privately owned utilities where these exist on private property and relocation is required by the project. It also provides that the State reimburse the City for the cost of relocating City-owned utilities now located on City streets or City-owned right of way.

The City agrees to require relocation as needed of privately owned utilities located on City streets; consents to changes of grade due to construction of the project; and shall enact and enforce an ordinance permitting parallel parking only on both sides of the highway.

It is estimated that cost of reimbursement of the City for utility changes will be approximately $2,500.

This agreement has been executed by the proper City officials, and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison

LPS:ajw bbc

RECEIVED
AUG 16 1963
FOR FILING

August 16, 1963

Oregon State Highway Commission

Gentlemen:

In connection with the Deschutes River-Redmond Section of the McKenzie Highway in Deschutes County, there are numerous conflicts with the Central Oregon Irrigation District's facilities.

On the agenda for the August 29 meeting will be the matter of entering into an agreement with the Irrigation District which will permit the readjustment and restoration of irrigation facilities as part of the contract work. This has been thoroughly examined, is in order, and we recommend that you approve the matter and authorize the Secretary to sign the agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Vic tor D. Wolfe
H. S. Cox

RLP:ms bbc

RECEIVED
AUG 19 1963
Form PR-33
FOR FILING

OSHD (L. P. Shaw)

Region No. 8
Division No. Ore.
District
Project No. F-117(25)

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE

Report on Plan in Hand Inspection

Inspection made by Willis Crafo, Area Engr. *Date inspection made* 8-1-63

In company with G. R. Brooks, District Engineer

DESCHUTES RIVER - REDMOND SECTION
McKENZIE HIGHWAY, DESCHUTES COUNTY

At the time of the inspection no Special Provisions were available, and only the advance plans were used.

Inspection of the project revealed utility lines, both power and telephone, paralleling the route on both sides with no available agreement, but subsequently satisfactory Utility Agreements and descriptions of work to be done have been furnished so this possible deficiency has been covered.

Fences throughout the project were in various states of disrepair and reconstruction. This has also been covered satisfactorily in the final plans.

The project is paralled throughout by irrigation ditches of the Central Oregon Irrigation District and the State has made satisfactory arrangements to take care of adjustments and reconstructions under the contract according to an agreement which was executed subsequent to this inspection.

Special Provisions require that this irrigation facility may not be disturbed until November 1, which should cover any controversy which may develop over the use of the water.

Subsequent to the Plan in Hand inspection the Special Provisions were made available and the following comments are given:

1. The City of Redmond has a typical section of curb and gutter which they desire to be used on the project in order to maintain consistency throughout their jurisdiction, and have made 600 lin. ft. of forms available to the contractors at a rate of 6¢ per lin. ft. The use of publicly owned equipment in this manner is covered under the State's new Supplemental General Provisions issue of July 1, 1963, which is in satisfactory conformity to the

(more)

NOTED
LLOYD P. SHAW

Comm-DC 47159

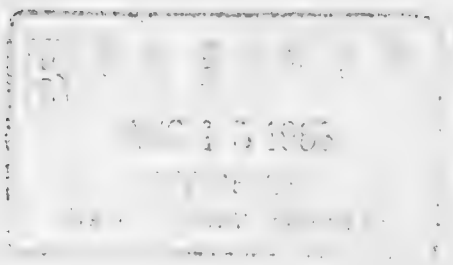
Copy To Morgan
8-19-63

governing PPM. No controversy should develop on this score, and the 6¢ per lin. ft. does not appear to represent any profit to the City.

2. The State has departed from their normal method of payment for crushed rock material by using the yardage instead of the tonnage basis, primarily to encourage the use of cinders rather than crushed aggregates in the base course material. The use of cinders would, if tonnage were used, result in substantially more material than the depth called for on the plan because of the light specific gravity of the material. This change is not very significant since it was general practice for many years to use the yardage measure and it is still provided for in the State's General Provisions of 1954, which are soon to be revised.

3. The use of base course material, either crushed rock or cinders, is being allowed as above mentioned, but no specific change in specification is called for in the Special Provisions for the use of one or the other, and this was brought to the attention of the State. It is the intention at this time to authorize advertising of the project, and specification change covering the difference in treatment of the two materials may be made during advertising. This is considered necessary because of the action of cinders under construction methods which will make the record sampling procedures for other aggregate not necessarily valid.

All told the project is well conceived and well designed and should provide a much improved facility through the area traversed.



RECEIVED
AUG 13 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97-301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 5, 1963

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Project F-117(25)
Deschutes River-Redmond Section
Grading and Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's July 24, 1962 request for approval of an individual project program change withdrawing the right-of-way phase, adding the construction phase and advancing the project to Stage 2. You are authorized to proceed with preparatory work for utility adjustments and advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and relocation advisory assistance was not necessary as indicated in Mr. Wright's July 26, 1963 letter except for 2 parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

The 7/15/63 final draft of your agreement with the city of Redmond has been reviewed and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory. We are particularly pleased that paragraph 4, under THINGS TO BE DONE BY CITY, has been included clarifying the situation whereby you are not obligated to reimburse the city for their utility adjustments located on private property by revocable permit or on public road right-of-way outside the city limits. Evidence that city officials have signed the agreement should be furnished prior to our concurrence in award. Copies should be furnished for our approval and files after the agreement is executed.

NOTED
LLOYD P. SHAW

original To Young with attach.
cc Gifford
8-13-63

Your August 1, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with other than city-owned utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

The mere showing of the dotted line in the typical sections indicating a future 1-½" asphaltic concrete wearing surface shall not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

Approval of the special provisions is subject to an addendum being sent to bidders concerning desirable treatment to be given to cinders if used in lieu of crushed rock for coarse base material.

RECEIVED
AUG 13 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 2[illegible] 1963

Right of Way Status
Deschutes River-Redmond Section
McKenzie Highway

Mr. A. M. Peterson, Division Engineer
U. S. Bureau of Public Roads
477 Hawthorne Street N.E.
Salem 10, Oregon

COPY

Dear Sir:

All rights of way and access rights have been obtained for this project, with the exception of two files:

File No. 32[illegible]9 - Super $500
File No. 32[illegible]6 - U.S.A. NC

TOTAL $500

The taking from Mr. Super has been delayed while the Highway Engineer was perfecting a system of handling irrigation problems involved in the area. This transaction is in legal process and will be cleared by filing of a condemnation suit on or before the date of bid opening.

The transaction with the Government involves the crossing of a Pacific Power easement. We have been assured that final documents will be in our hands very soon, and that a permit of entry will be forthcoming if the document is not ready prior to date of bid opening.

No improvements lie within the right of way on this project. Hence, there have been no relocations, nor will there be any impairment to immediate use and occupancy by the contractor.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Knight
Right of Way Engineer

RECEIVED
JUL 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

WTK:
cc: Lloyd Shaw
L. I. Young
L. I. Lindas
C. M. Maison

RECEIVED
JUN 19 1963
FOR FILING

FORM S-80 BDM 11-61 40250

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1963

To: MEMO TO THE FILES

SUBJECT: Deschutes River--Redmond Section
McKenzie Highway
Deschutes County

On June 3 and 4, 1963, Mr. T. W. Litchfield, Utilities Liaison Engineer, Mr. R. L. Dorn, Design Engineer, and I inspected the conflicts of the proposed construction of this section and Central Oregon Irrigation District's facilities.

Mr. R. H. Clark, Resident Engineer, and Mr. H. G. Brainerd, right of way supervisor in Bend were contacted. Information was obtained in regards to the proposed relocation of the irrigation system between Station 125 and Station 134 from Mr. Clark; and in regard to right of way commitments made in the settlements from Mr. Brainerd.

Messrs. Litchfield, Dorn, Brainerd and I met with Mr. E. G. Mansfield of the Central Oregon Irrigation District in Redmond, Oregon. We examined the proposed agreement and discussed each conflict.

A field inspection of the conflicts on the project was made by the abovementioned people. The conflict of the Central Oregon Irrigation District ditch on the northerly side of the highway between Station 102 and Station 105, crossing the highway to the southerly side near Station 105+20 and extending easterly to Station 106+00 will be relocated by the State.

The privately owned ditches on the northerly side of the highway between Station 105+00 and Station 114+30 and on the southerly side of the highway between Station 112+00 and Station 116+00 will be relocated in accordance with the right of way settlements.

The relocation of the District's system between Station 125 and Station 134 was discussed with Mr. Mansfield. It was proposed that this conflict be eliminated by the installing of a siphon pipe, with a drain-out valve, on the

NOTED
LLOYD P. SHAW

northerly side of the existing highway between the existing siphon box located northerly of Station 127+60 and the District ditch near Station 134+70. The present siphon crossing at Station 127+60 and the flume running southerly will be eliminated. The ditch feeding this flume and siphon will be dammed and the water diverted to irrigate the property southerly of the highway.

Mr. Mansfield agreed to submit a design and cost estimate of the abovementioned siphon.

In the area between Station 135 and 140 it was proposed that the District's ditch crossing near Station 135+70 be eliminated and the ditch be dammed on the southerly side of the highway.

The District's crossing near Station 137+10 must be relocated and a siphon installed to carry the water across the highway. This work will be at State expense.

It was proposed that a pump and sprinkler be installed to irrigate the area westerly of the abovementioned District ditch and that for the areas northerly and easterly of said ditch the irrigating could be done by rearranging the present irrigation system.

The stock pond on the northerly side of the highway in the vicinity of Station 173+40 will be filled and a new pond will be constructed.

The above privately owned irrigation revisions will be taken care of in the right of way settlement.

Mr. Mansfield agreed to furnish a sketch of rearranged system in this area.

A District ditch crossing near Station 142+35 will be reconstructed. It was suggested by Mr. Mansfield that a headwall be installed here. No commitment was made on this.

The adjustment of the privately owned ditches on the northerly side of the highway between Station 145+50 and Station 148+40 will be in accordance with the right of way settlement.

The District ditch on the northerly side of the highway between Station 145 and Station 149 will be relocated by the State.

The District crossing near Station 171+30 will be rearranged and the ditch northerly of the highway between Stations 171+50 and 173+50 will be relocated.

The private ditches and pumping system in this area are to be reconstructed by the owner in accordance with the right of way settlement. The District crossing near Station 183 will be replaced with a siphon.

The private ditches on the northerly side of the highway between Station 188 and Station 200 are to be reconstructed by the owner in accordance with the right of way settlement.

A pipe under the highway at Station 196+10 will be replaced and a new pipe across the highway will be installed at Station 199. A ditch will be constructed on the southerly side of the highway between Station 194 and Station 196+10, and on the northerly side between Station 196+10 and Station 200. Both ditches are for the disposal of run-off water and will be located at the toe of the slopes.

It was proposed that the District's crossing at Station 124+90 be replaced with a siphon at Station 125+35. The relocation of the District's ditch between Station 118+80 and Station 225+35 and the privately owned ditch (Mr. Hudspeth) between Station 118+30 and Station 226 was discussed. Mr. Mansfield agreed to furnish the State the designs for the facilities necessary for the irrigating of the land in this area and a sketch map showing the location of these facilities.

Also discussed was the possibility of the District constructing these ditches at State expense as the highway contractors do not usually have the equipment to do the work satisfactorily. Mr. Mansfield said he would take this subject up with the District Board.

The conflict at Station 236 where the State is to replace three 30" pipes under the highway with a 65" x 40" arch type pipe was discussed. It was decided that a trash rack would be necessary. The possibility of a headwall here was mentioned, but no conclusion was reached as to what would be desired.

F. W. Sugnet
Ass't. Utilities Liaison Engineer

FWS:bjh
cc: T. W. Litchfield
R. L. Dorn
L. F Shaw
Walter Wright
Leonard Lindas

NOTED
JUN 10 1963
LLOYD P. SHAW
OFFICE OF
STATE HIGHWAY ENGINEER

F-92(5) Marks Cr.-Fields Cr. Sec., John Day Hwy. (Grad., Pav. & Struct.) 1963

#6327 [redacted]

RECEIVED
AUG 16 1965
FOR FILING

6327

August 13, 1965

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6327 awarded to Rogers Construction Company for grading, paving, and structure on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, was completed on December 1, 1964, and accepted by the Highway Commission on August 13, 1965.

Final payment in the amount of $31,797.59 will be released to the contractor after August 20, 1965. The total contract amount is $666,902.67 including $16,959.86 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc Rogers Construction Company
11760 N.E. Glisan Street
Portland 16, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 13 1965
FOR FILING
6327

August 13, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed December 1, 1964, on Contract No. 6327. The contract was with Rogers Construction Company and was for grading, paving and structure on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective August 13, 1965, and that you concur in this procedure at the Commission meeting on August 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-123

RECEIVED
AUG 9 - 1965

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-92(5)

6327

STATE COPY

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 1, 1964, on Contract No. 6327, Marks Creek-Fields Creek Section in Grant County, in connection with Federal-Aid Project No. F-92(5).

The conditions noted in your letter of March 23, 1965, were resolved to the satisfaction of BPR District Engineer Brooks and Area Engineer Jensen at a recent meeting with our Assistant Construction Engineer Walker. Final acceptance of the contract work was verbally indicated at that time.

We request that your office return a signed copy of this letter indicating final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: Aug. 4, 1965

Conditions noted on above date:

None.

A. W. Parsons
Division Engineer

By G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Young 8-9-65
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

STATE COPY

RECEIVED
JUN 22 1965

Manually transaction number

Project report number
FOR FILING
11

F-92(5)

6327

FC PR-2A (5-7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

State
Oregon

County
Grant

Project number
F-92(5)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 23, 1964, is hereby modified as follows:

Revised estimated total cost of project $ 777,552.00

Revised Federal funds $ 492,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of June, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Cabe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: T. Dec
T. Dec, Engineering Coordinator

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. F-92(5)

MARKS CREEK-FIELDS CREEK SECTION OF THE

JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include overrun of contract items and to include utility retained in P.S. & E. status.)

Salem, Oregon, May 20, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 27,000.00
Type Code 6202			
Roadway (Sta. 578+00 to Sta. 880+00)(Contract 6327)			
Clearing and Grubbing	All Required		$ 23,000.00
Drainage Excavation, Unclassified	4,300 cu.yd.	$ 3.00	12,900.00
General Excavation, Unclassified	314,000 cu.yd.	0.50	157,000.00
Extra Rock Channel Protection Material	4,100 cu.yd.	0.50	2,050.00
Short Overhaul	837,500 yd.sta.	0.01	8,375.00
Long Overhaul	39,700 C-yd.sta.	0.35	13,895.00
Finishing Roadbed and Slopes	5.67 mile	500.00	2,835.00
Rounding Cutbanks	11,600 lin.ft.	0.20	2,320.00
12-inch Culvert Pipe (Concrete or Uncoated Metal)	1,700 lin.ft.	2.50	4,250.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	430 lin.ft.	3.60	1,548.00
24-inch Culvert Pipe (Concrete or Uncoated Metal)	320 lin.ft.	5.30	1,696.00
36-inch Culvert Pipe (Concrete or Uncoated Metal)	240 lin.ft.	9.00	2,160.00
60-inch Culvert Pipe (Concrete or Uncoated Metal)	90 lin.ft.	27.00	2,430.00
24-inch Culvert Pipe (Concrete or Uncoated Metal) Sta. 673+70	94 lin.ft.	5.50	517.00
18-inch Corrugated Metal Pipe	70 lin.ft.	3.60	252.00
24-inch Corrugated Metal Pipe	74 lin.ft.	4.50	333.00
18-inch Corrugated Steel Pipe	12 lin.ft.	5.00	60.00
36-inch Corrugated Steel Pipe	150 lin.ft.	9.00	1,350.00
22-inch Arch-Type Corrugated Metal Pipe	74 lin.ft.	4.50	333.00
29-inch Arch-Type Corrugated Metal Pipe	200 lin.ft.	6.50	1,300.00
43-inch Arch-Type Corrugated Metal Pipe	44 lin.ft.	12.00	528.00
50-inch Arch-Type Corrugated Metal Pipe	44 lin.ft.	14.00	616.00

Salvaging and Reinstalling Culvert Pipe	150 lin.ft.	$ 3.00	$ 450.00
18-inch Culvert End Sections	14 only	30.00	420.00
24-inch Culvert End Sections	10 only	45.00	450.00
36-inch Culvert End Sections	12 only	110.00	1,320.00
22-inch Arch-Type Culvert End Sections	2 only	30.00	60.00
29-inch Arch-Type Culvert End Sections	2 only	40.00	80.00
Concrete Inlets, Type D	1 only	200.00	200.00
Concrete in Miscellaneous Structure	120 cu.yd.	90.00	10,800.00
Metal Reinforcement in Miscellaneous Structure	16,900 lb.	0.15	2,535.00
Metal Guard Rail	5,200 lin.ft.	2.60	13,520.00
Type 2 Barricade	270 lin.ft.	2.50	675.00
Rail End Pieces	24 only	5.00	120.00
Salvage and Reinstall Guard Rail	250 lin.ft.	1.50	375.00
Guard Rail-Salvaged Barricade	270 lin.ft.	1.00	270.00
Guide Posts, W-1	240 only	6.50	1,560.00
Type 2 Fence	2,900 rod	6.75	19,575.00
16' x 48" Metal Gates	36 only	75.00	2,700.00
Salvage and Reinstall Gates	1 only	50.00	50.00
16' Timber Cattle Guards	1 only	600.00	600.00
Coarse Crushed Material in Base	81,400 ton	1.35	109,890.00
3/4" - 0 Material in Base	22,500 ton	1.35	30,375.00
Sprinkling	6,300 M-gal.	2.00	12,600.00
SS-1 Asphalt in Sprinkling	800 gal.	0.40	320.00
Preparation of Base	5.67 mile	200.00	1,134.00
3/4" - 0 Material in Binder Course	500 cu.yd.	3.00	1,500.00
MC-250 Asphalt	78 ton	50.00	3,900.00
Asphaltic Concrete Mixture	23,300 ton	4.10	95,530.00
Asphalt in Mixture	1,365 ton	37.00	50,505.00
Extra for Paving Approaches	60 only	30.00	1,800.00
			$603,062.00
Flagging (57 % of Contractor's Cost)	All Required		$ 7,400.00
Seeding and Mulching	All Required		5,500.00
Signing	All Required		200.00
Move Cattle Guards	All Required		200.00
Furnish and Install 8" Perforated Drain Pipe (600')	All Required		1,500.00
			$ 14,800.00

Utility Work			
Work by Oregon Telephone Co.	All Required		$ 5,438.37
	Subtotal		$623,300.37
	10% Engr. & Cont.		62,329.63
	Total		$685,630.00

Type Code X081
John Day River Bridge (Br. #989A)(Sta. 849+72 to Sta. 851+24.01)(Contract 6327)

Remove Old Bridge and Maintain Traffic	All Required		$ 7,500.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	280 cu.yd.	$ 4.00	1,120.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Class "A" Concrete (236 cu.yd.)	All Required		22,000.00
60'-65' Type III Prestressed Beams	4 only	1,400.00	5,600.00
85'-90' Type IV Prestressed Beams	4 only	2,500.00	10,000.00
Metal Reinforcement (43,900 lb.)	All Required		7,000.00
	Subtotal		$ 59,020.00
	10% Engr. & Cont.		5,902.00
	Total		$ 64,922.00

Length of Roadway - - - - - - 5.669 Miles
Length of 1 Structure - - - - 0.029 Mile
Total Length- - - - - - - - - 5.698 Miles

Cost of Roadway Per Mile- - - $110,932.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engrg.	$ 27,000.00	$ 17,000.00	$ 10,000.00
Roadway	685,630.00	434,000.00	251,630.00
Structure	64,922.00	41,000.00	23,922.00
	$777,552.00	$492,000.00	$285,552.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

MARKS CREEK-FIELDS CREEK SECTION

PROJECT NO. F-92(5)

Estimated cost of work by Oregon Telephone Company.

Labor		$2,286.02
Materials		1,833.81
Miscellaneous (Tool and truck - work without units-taxes-cutover old to new plant 18%)		841.48
Removal Cost		555.06
	Subtotal	$5,516.37
Less Salvage		(78.00)
	Total	$5,438.37

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Marks Cr.-Fields Cr. Section
John Day Highway
Contract No. 6327

Dear Sir:

On May 4, 1965, Mr. M. D. Glenn, Field Testing Engineer, accompanied by M. M. Stump, Resident Engineer, and Fred Hildebrant, Officeman for Stump, inspected the subject project. The purpose of the inspection was to observe first-hand and discuss some objectionable paving results on longitudinal joints and also on cross joints. Also, some cleanup of shoulder areas was questioned. These items were questioned by Mr. Lowell Jensen, Bureau of Public Roads Area Engineer.

The report by Mr. M. D. Glenn indicates the following:

Centerline longitudinal paving joints were noticeable and on close scrutinizing a slight ridge was observed which did not apparently get completely rolled out. All joints were tight and there were no areas observed where any openness of joints was observed. No detrimental effects were observed other than appearance. Cross horizontal construction joints were observed and checked. Several of these joints had been burned and smoothed to insure better riding qualities and until traffic and warm weather prevails, they will appear somewhat unsightly but they ride well.

As near as can be ascertained regarding the objection of loose material at shoulder areas, especially on the inside of curves, the problem was caused by storm damage and subsequent sanding operations by State Maintenance crews. This will be corrected by Maintenance operation.

It was confirmed that the paving operation was late in the year, it starting about November 1 and was completed shortly after Thanksgiving. The cooler weather of this period probably did not help the paving operation and allowed no warm curing weather following the paving. Paving was done within the requirements of the specifications as to temperature.

Mr. Glenn's report indicates that the paving is structurally sound and it appears that the objections are mainly appearance which it is believed traffic and a little warm weather will go far toward curing. Therefore, it is recommended that this project be accepted and cleared for final payment.

Very truly yours,

F. D. Morgan
Construction Engineer

By

John H. Walker
Assistant Construction Engineer

JHW:fp

cc F. B. Klaboe
L. H. Young
A. F. Parson
M. M. Stump

RECEIVED
MAY 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 3 - 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD OLEBY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Re: Contract No. 6327
Deschutes-Crook

Gentlemen:

Your letter of March 31, 1965, in the above matter has been referred to this office for reply.

This is to advise you that the work performed by Lorens Construction Company under public contract number is 6327.

A portion of 1.7.13 of the Standard Specifications for all highway construction is hereby quoted for your information:

> "The contractor shall be responsible for all damage to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or his employees in the performance of the work to be done under the contract.
>
> "The contractor shall indemnify and save harmless the State of Oregon, the State Highway Commission, the members thereof and its officers. * * *
>
> * * * by all such loss or damage that may be sustained by the contractor in the work under the contract shall be solely to the work until it has been finally accepted.

RECEIVED
APR 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

G. E. ROHDE
Chief Counsel

By
C. A. ALLISON
Staff Attorney

cc: C.D. Smith
Fred Miller
P.D. Lorens
J.F. Lorens
F.D. Lorens
General Insurance Co.
Lorens Construction Co.

RECEIVED
APR 16 1965
FORM E-SOX—SOM—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1965

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

SUBJECT: Marks Creek-Fields Creek Section
John Day Highway
Asher v. Rogers Construction Company

Attached hereto is correspondence regarding release of information to a legal firm, Grant, Fuchs, Rose and Daron, Baker, Oregon, by a State employee. Correspondence explains the situation.

Will you please advise Mr. A. F. Parson, Division Engineer at LaGrande, proper procedure in this matter.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc F. B. Klaboe
A. F. Parson

RECEIVED
APR 16 1965
OFFICE OF
STATE ENGINEER

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 9, 1965

SUBJECT: Marks Creek-Fields Creek Section
John Day Highway
Asher v. Rogers Construction Co.

To:

F. D. Morgan
Construction Engineer
Salem

Herewith correspondence in regard to the subject suit, with particular reference to an inquiry made by Mr. A. S. Grant to Earl D. Montague, Engineering Technician I on Resident Engineer Stump's crew at John Day.

Perhaps this should be referred to the legal department. In any case, Mr. Montague should be informed as to how he should answer this inquiry. Will you please advise.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:if

Attachment

cc: M. M. Stump

OREGON STATE HIGHWAY DEPARTMENT

TO: A P Parson, Div. Eng.

SUBJECT: Harris Creek - Fields Creek

FROM: H. H. Stump, Res. Eng.
P O Box 220
John Day, Oregon 97845

DATE: March 26th, 1965

I am forwarding the attached letter by request of Mr. Montague, inspector on this area, through the Division Office, for legal advise as it is in connection with the Harris Creek - Fields Creek Section of the John Day Highway in Grant County.

Mr. Montague did arrive at the scene after the claimed damages occurred, but was not present at the time of the accident. As the letter asks for after duties that involve the Highway Department We feel it better to have legal advise.

Please forward to Legal Council if you feel necessary, or advise us to the contrary.

H. H. Stump, Res. Eng.
By Earl J. Whitehead
(SIGNATURE)

PLEASE REPLY HERE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

GRANT, FUCHS, ROSE & DARON
LAW OFFICES
1928 COURT STREET

A. S. GRANT
ARMAND H. FUCHS
GENE C. ROSE
HAROLD M. DARON

BAKER, OREGON 97814

March 16th, 1965

Mr. Earl D. Montague
Mt. Vernon, Oregon

Re: Asher v. Rogers Construction Co.

Dear Mr. Montague:

Mr. Frank Asher, a logging contractor, located at Canyon City, Oregon, is suing the Rogers Construction Company on account of damages sustained by his logging trailer when it struck a trench in the road causing the rear axle to break.

Asher claims that there were no signals or warnings of any kind whatsoever present at the place of the accident. The file discloses that you were at the scene of the accident at 8 a. m., on the morning of January 9th, and that at that time there was a flare by the pipe and it was still burning.

Can you advise me as to whose duty it was to place and to maintain these flares so that they would operate efficiently. That is, was it the duty of the contractor or the State Highway Commission. I would also like to know the name of the employee who had this responsibility.

Very truly yours,

ASG-m

RECEIVED
APR 14 1965
FOR FILING

April 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the Marks Creek-Fields Creek Section of the John Day Highway, Contract No. 6327, Project No. F-92(5) in Grant County, was completed February 14, 1965.

This work was authorized by Order for State Work No. 4 dated July 14, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

WG:cr

cc: R. N. Chase

RECEIVED
APR 8 - 1965
FOR FILING

FORM E-20X—50M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1965

SUBJECT: Marks Cr.-Fields Cr. Section
John Day Highway
Contract No. 6327
Guard Rail Claim

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
Box 850
LaGrande, Oregon

ATTENTION: Mr. H. S. Coulter

We concur in your analysis and recommended denial of the guard rail claim on the subject project as expressed in your letter of April 2. Will you please so advise the contractor.

All claim data submitted by the contractor is returned herewith.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:fp
Enc.
cc F. B. Klaboe

RECEIVED
APR 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 23 1965
FOR FILING

Salem, Oregon
March 22, 1965

Increase in Project
Authorization

Mr. M. M. Stamp
Resident Highway Engineer

This is to advise you that at its meeting of March 11, 1965 the Highway Commission approved an increase of $63,569.00 in project authorization on Contract No. 6327, Marin Creek-Fields Creek Section of the John Day Highway in Grant County.

The new authorization for construction is $779,605.63.

L. H. Young
Office Engineer

WL:jb

cc: A. F. Parsons

RECEIVED
MAR 17 1965
FOR FILING
1 6 17
6327

March 17, 1965

Grant, Fuchs, Rose & Daron
Law Offices
1928 Court Street
Baker, Oregon 97814

Attention: A. S. Grant

Dear Mr. Grant:

As requested in your letter of March 16, we are enclosing a copy of Contract No. 6327, awarded August 29, 1963, to Rogers Construction Company, for grading, paving and structure on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

GRANT, FUCHS, ROSE & DARON
LAW OFFICES
1928 COURT STREET

A. S. GRANT
ARMAND H. FUCHS
GENE C. ROSE
HAROLD M. DARON

BAKER, OREGON 97814

March 16th, 1965

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Rogers Construction Company, who had a contract to do some construction work consisting of installing culverts, etc., on a six mile stretch of road called the Marks Creek, Field Creek, Grant County State Contract No. 6327, is being sued on account of damages sustained by a member of the traveling public. We represent the insurer of Rogers Construction Company, and find it necessary to learn the contents of said contract.

I will greatly appreciate it if you would be good enough to send us a copy thereof.

Very truly yours,

A. S. Grant

ASG-m

Fran
Can you get a copy?
if so prepare Ltr
-16

RECEIVED
MAR 17 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 9 - 1965
FOR FILING

March 9, 1965

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Semi-final payment on Contract No. 6327 for grading, paving, and structure on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, will be released to the contractor Rogers Construction Company after March 16, 1965.

This payment of $2,209.25 reduces the retained percentage to $30,916.35 .

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Rogers Construction Company
11760 N.E. Glisan Street
Portland 16, Oregon

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
MAR 29 1965
FOR FILING

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

March 8, 1965

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4DA Salem, Oregon

Oregon F-92(5)
Marks Creek-Field Creek
Contract 6327

Mr. Decker's letter dated February 24 requests our approval for Price Agreement No. 6, which provides for reimbursement to the contractor for additional costs incurred by the contractor for hauling base rock in excess of plan quantities.

Before this Price Agreement can be properly reviewed this office should have a finding of fact which would show how this overrun of material caused an additional expense to the contractor above and beyond his bid price. Your letter indicates this overrun was caused by removal of unsuitable pavement. The plans indicate these areas are scattered throughout the length of the project.

We will withhold any further action on this Price Agreement pending further justification.

Original F. Morgan
for Young
3-25-65

RECEIVED
FEB 10 1965
FOR FILING

February 9, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization on Contract No. 6327, Marks Creek-Fields Creek Section of the John Day Highway in Gilliam County, is anticipated. This project includes grading, paving and structure work. The contractor is Rogers Construction Company of Portland.

The original authorization was $716,036.63. The anticipated cost is $779,605.70, indicating an overrun of $63,569.07, or 8.9 per cent.

During construction it was found that the old roadway was in a more deteriorated condition than preliminary studies indicated and substantial additional quantities of surfacing and paving depth were necessary.

A low rate of production on the part of the contractor required full engineering job control over a period 50 per cent greater than the allotted work time. As a result engineering costs exceeded the authorized amount.

This request for additional authorization will be presented for your consideration at the March 9 Commission meeting. Your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw (with overrun forms)
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

LPS:ajw/RLP:ms bjs

FORM E-30 50M 7-64 SP°6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 12, 1965

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Engineering Costs
Marks Cr.-Fields Creek Section
John Day Highway
Contract No. 6327

A study of the causes for the rather extensive overrun in engineering costs on the subject contract has been made. Several features of the project were compared with the John Day River-Ochoco Junction Contract and the results have been shown on a time versus percentage graph.

These two projects are similar in size, contract cost, workday allowance and geographic location. The subject contract is 1.56 miles longer.

Progress on the subject project was slow. From January 4 to April 25, 1964, no excavation work was performed. The only work done was minor fencing, culverts, drilling and drain ditch. This work, although minor in cost, still required engineering personnel for inspection, staking, etc. Engineering work was required throughout the winter in resetting slope stakes, setting "blue tops" and remeasure. The subject contract overran the original workday allowance by 73 days, or 50 per cent.

Study of this graph indicates that from December 1, 1963 to September 19, 1964, only 24 per cent of contract work was accomplished during 66 per cent of alloted contract days and that better than 50 per cent of contract work was accomplished after expiration of alloted number of workdays and an added 35 days extension. During this period of better than nine months, it was necessary to keep a crew on the project to perform engineering work for the small amount of contract work performed anticipating that the contractor would allocate more men and equipment to this project. Contractor was evidently overextended in his other contract commitments.

Submitted herewith is a tabulation showing that salaries have increased approximately 28 per cent since 1956 while construction costs have increased only 13 per cent.

Attached also is a tabulation showing average percentage of engineering costs on a statewide basis. On 89 projects completed in 1963, engineering costs averaged 128 per cent on projects costing less than one million dollars.

Attached also is a tabulation showing per cent of engineering spent by Mr. M. M. Stump on projects under his direction since 1959. These percentages are not too far out of line with the experience of other State Resident Engineers

I believe that the basic reason for an overrun in engineering cost on the Marks Creek-Fields Creek Section can be charged to the poor progress of the contractor; however, I also believe that closer contact and supervision by the Construction Department should have been exercised.

Closer supervision would involve reducing manpower when an engineering overrun first became apparent or finding some other work (location or other) to help carry a crew on this type project.

This closer supervision will be done by this department.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.

Form E-49—30M-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEE

SHEET ..... OF ..... SHEET

Salaries and Construction Costs

Comparisons 1956 to 1964

Salaries

Civil Engineers	I-II-III	Average Increase	33%
Engineering Technicians & Engineering Aides	I-II-III-IV	"	22%

Construction Costs

Grading	Increase	17.6%
Crushing & Surfacing	"	16.0%
Bituminous Macadam Surfacing	"	14.2%
Asphaltic Concrete Paving	Decrease	7.5%
Composite of above	Increase	13.0%

30M—5-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Small Recreation Trailer Study 1-1

Project								
	(58) 109	(42) 95	(42) 91	(32) 98	(31) 98	(30) 113		
	(23) 110	(29) 91	(26) 99	(29) 102	(26) 127	(29) 119		
	(22) 122	(27) 111	(26) 97	(18) 114	(15) 116	(19) 142		
(24) 110	(6) 116	(13) 105	(13) 112	(15) 123	(9) 128	(9) 132		
(4) 103	(10) 93	(27) 97	(2) 114	(13) 115	(5) 122	(10) 131		
(155)	(119)	(148)	(117)	(107)	(95)	(99)		
Subtotal 106	105	100	108	115	113	128		
(2) 76	(3) 86	(8) 90	(10) 82	(11) 97	(15) 117	(4) 116		
0	0	0	(1) 74	0	(2) 91	(4) 72		
(157) 102	(122) 101	(151) 98	(130) 95	(113) 107	(112) 112	(107) 109		

Form E-10—300M—8-58

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

M. M. Stump

Contr. No.	PROJECT NAME	Type Work	Total Auth.	Eng'r. Auth.	Eng'r. Expended	Per cent Eng'r.
		1959				
5337	No. Bend Air Force Access Rd.	G, C.	71,134	5,062	4,735	94
		1960				
5377	Davis Slough	G, P, Sto.	764,037	55,753	68,755	124
5523	Gardner N. to Slide Correction	Slide Corr.	73,775	5,246	5,325	102
		1961				
5639	Cascade Locks	G	451,037	32,075	37,583	117
5530	Florence - (Rhododendron Dr.)	Base & C'l	18,330	1,303	1,462	112
		1962				
5823	Mult. Co. Line - E. Cascade Locks	G, P, Str, Sig.	1,573,257	112,313	161,233	144
		1963				
6273	Estacada (Industrial St.)	G, P	17,618	1,271	1,367	108
6216 *	Cascade Locks	Rdside Impr.	17,626	1,253	2,151	172
6293 *	Gresham (S.E. Lawrence St.)	G, P	63,779	4,535	5,441	120

* Scofield completed

Form E-49—30M—6-39

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

C. C. McKinney

Contr. No.	PROJECT NAME			Type Work	Total Auth.	Eng'r. Auth.	Eng'r. Expended	Per cent Eng'r.
				1956				
4595	Umat'lla Co.	Jct. - Hermiston Jct.		G, P	41,875	2,376	3,341	132
4751	Lexington	(Arcade St.)		G, P	11,989	853	946	111
4738	Hermiston	(Orchard Ave.)		P	16,913	1,139	1,145	101
				1957				
1931	Stanfield	(Coe Ave.)		G, P	16,319	1,203	2,168	180
1965	Condon - Kinzua Jct.			Oil	33,360	2,733	2,333	86
4962	Sand Sta. - Wash. State Line			Oil	16,812	1,135	1,144	104
4841	Hinkle - Bucks Corner			P	68,365	4,861	4,515	93
4911	Echo (Umatilla St.)			P	7,555	537	562	105
				1958				
5082	John Day River - Hay Canyon			G, O	476,737	33,478	35,795	107
5123	Hermiston			Guard Rail	6,591	468	487	104
4979	Umatilla, Hepner - Irrigon		Boundary	Oil	134,837	9,592	10,651	105
5085	Hermiston		"	Rock Prod.	40,307	2,868	2,929	101
5134	Umatilla			Rock Prod.	12,656	900	934	103
5203	Hermiston	(Orchard & Maple Ave.)		Base & Pave	28,453	2,023	1,851	92
				1959				
5350	Umat, Boardman Range Rd.			Le Crse, Oil	37,337	6,368	6,316	99
5152	Gilliam Co.	Line - McNab		Oil & Str.	71,739	5,101	4,955	97
				1960				
5495	Umat, Weston - Milton Freewater			G, P	676,848	45,913	53,999	118
5625	NE Sth Ave.	(Milton Freewater)		G, P	24,207	1,721	1,866	108
5702	Umat, Wash. State Line - Umapine			Base & Oil	78,163	5,554	6,577	118
				1961				
5841	Irrigon - Umatilla			G, P	361,473	25,705	36,626	142

9—30M—6-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

C. C. McKinney

Contr. No.	PROJECT NAME			Type Work	Total Auth.	Eng'r. Auth.	Eng'r. Expended	Per cent Eng'r.
				1962				
5955	Boardman	Jct. - Irrig.		C.P.St.	1,331,655	95,100	129,391	13.7
				1963				
6209	Blalock	Arlington		6	4,345,932	309,044	151,607	4.9

Form E-49—30M—8-59

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Lowell Johnston

Contr. No.	PROJECT NAME	Type Work	Total Auth.	Eng'r. Auth.	Eng'r. Expended	Per cent Eng'r.
		1956				
4600	Ross Island Br. Ctl Ramp	G, P	27,062	1,926	5,635	2.96
4712	Durham Rd. Jct.	G, P	37,373	2,658	3,363	127
		1957				
4754	Oswego	G, P	120,337	5,557	15,656	176
4967	Tualatin (1st Ave. South)	G, P	14,641	1,641	1,696	105
4985	Barbur Blvd. - Tualatin Riv.	Mod. Bitc.	37,367	6,366	4,719	68
		1958				
5013	Clay St. Columbia St.	R.I.	21,618	1,537	1,707	111
		1959				
4998	S.W. 14th - Wash. Co. Line	G.	764,393	54,344	64,183	118
		1960				
5105	Tigard Interchange	G, P, St.	550,215	39,136	42,137	124
~~5105~~	~~——~~	Rock Bed.	~~17,176~~	~~3,397~~	~~3,456~~	~~102~~
		1961				
5503	Wash. Co. Line - Highlands Interch	G, P, St.	913,313	69,213	130,198	188
~~5503~~		~~G, P, St.~~	~~564,831~~	~~39,961~~	~~35,750~~	~~97~~
5365	S.W. 11th - Tigard Interchange	P	1,319,641	93,541	124,781	133
5325	McNamara Ramp - Washburn	Rock Bed	63,712	1,530	1,519	100
		1962				
6077	Gaston (Rud St.)	G, P	15,106	1,079	1,225	170
6137	Banks (Sunset Hwy.)	G, P	23,302	1,657	2,000	121
6073	Newberg (Fulton, Cherry & Center Sts.)	G, P	12,130	1,383	1,825	132
5946	Bowards Corner - Purdys Corner	Base & Oil	158,722	11,287	13,984	124
		1963				
6188	Parkrose	Dr. Imps.	143,631	16,641	14,755	139

Form E-10—30M—5-58

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Keats Oliver

Contr. No.	PROJECT NAME	Type Work	Total Auth.	Eng'r. Auth.	Eng'r. Expended	Per cent Eng'r.
		1957				
4811	Horseshoe Bend - Canyon Cr-Xing	G, P	135,323	13,859	15,503	112
5017	Nyssa Bridge	G, P	16,016	1,381	1,524	124
		1958				
4956	Butte Creek Pass	G, C	681,957	46,494	38,620	80
5146	Condon (Lincoln St.)	G, C	16,725	1,189	725	61
5120	Lonerock Jct. - Eight mile	Oil	32,687	2,324	524	23
5142	Spray - Fields Cr.	Rock Prot.	47,545	3,381	2,224	66
		1959				
5334	Pioneer Cr. - Service Cr.	G, O	536,065	42,328	35,015	83
5229	Muleshoe Cr. - Burton Canyon	G, O, Str.	535,832	42,370	33,150	78
5491	Gilliam Co. Rds.	Oil	29,073	2,067	374	18
		1960				
5713	Gilliam Co. Rds.	Oil	18,256	1,098	834	63
		1961				
5136	Cummins Pass - Fossil	G, C	509,393	36,223	47,528	131
5226	Shit, Jordan - Ruggs	Lm. Conc. & Oil	21,837	5,819	5,365	92
		1964				
645C	Oakdale (Nehalem St.)	G, P	12,458	886	875	99

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 17, 1964

SUBJECT: Overrun of Project Authorization
Marks Creek-Fields Creek Section
John Day Highway
Contract No. 6327

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a "Report on Expected Overrun of Project Authorization" on the subject contract. This project for grading, paving and structure is under contract to Rogers ConstructionCompany of Portland.

The original project authorization was $716,036.63. The present anticipated cost is $779,605.70 indicating an overrun of $63,569.07 or 8.9 per cent.

The major reasons for this overrun are due to increased quantities of surfacing aggregates and increased engineering costs. The increased quantity of surfacing aggregates was primarily caused by the use of an old factor for converting loose cubic yard measure to compacted ton measure during location. This factor was revised two months after the contract work had started. The overrun in surfacing aggregates amounts to $19,574.33. The increased engineering costs were a result of increased inspection required for field job control and additional costs incur red by virtue of a 73-day overrun (50%) in the time required to complete the project. The additional engineering costs will amount to $50,000.

It is recommended that the project authorization be increased by $63,569.07 from $716,036.63 to $779,605.70.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

DES:fp
Enc.
cc L. H. Young

APPROVED
FEB 2 - 1965
FOR FILING
6327

Salem, Oregon
January 28, 1965

Mr. Forrest Cooper
State Highway Engineer

Marks Creek-Field Creek Section
John Day Highway
Contract No. 6327

This is in reply to your letter of request for explanation of overrun on the subject project. The Division office provides the following:

Overrun of 1,000 feet on Guardrail:

Plans showed 2,450 lineal feet of guardrail on Sheet No. 7 which was not included in the summary or contract bid amounts. This error was not noted until contract award had been made. During construction, guardrail sections considered least essential were deleted, thus reducing the overrun from 2,450 feet to 1,000 feet.

Overrun of Surfacing Materials:

Conversion factors used to convert from tons to cubic yards were found to be in error. Correct factors were set forth in Mr. Morgan's November 13, 1963 letter. The contract was awarded August 29 1963, and erroneous volumes were thus incorporated in the job. This resulted in a difference in volume available of 5,600 cubic yards on the base rock items or 40 per cent of their overrun.

The remaining overrun of base rock was due to construction of a full pavement rather than an overlay of approximately 6,000 lineal feet of the original road. The existing oil mat was found to be rough and out of shape to a greater extent than was anticipated under design and an excessive amount of patching would have been required to obtain a uniform grade and a good ride.

Overrun of Engineering Costs:

The overrun of engineering costs follows the usual pattern of a project in which the construction runs substantially beyond the allotted time. The contractor began work shortly after award which was August 29, 1963. Work was carried on at a rate far below that required to complete the project within allotted time limits but which required inspection and engineering work at a rate not greatly different than full scale production.

After expiration of 66 per cent of allotted contract days, only 24 per cent of the contract work had been accomplished. Our graphs of progress on this project indicate that no significant acceleration of production was made until the original workday count, plus a 35-day extension, had been used. The overrun in engineering expense can be attributed directly to this production pattern.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter

FORM E-90 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1965

SUBJECT: Marks Creek-Fields Creek Section
John Day Highway
Contract No. 6327

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Explanations of overruns in guard rail (1,000 feet) and surfacing rock (14,000 tons) were received from the field this morning. Copies are attached.

It will be noted the overrun in guard rail is the result of an error of summation in plan quantities.

The overrun in base rock resulted from two factors as explained, a wrong conversion factor, and treatment of the existing surface during construction in a manner not contemplated on the plans.

Instructions, as noted, have been issued to correct the factor used in converting yards to tons.

A recent circular letter (copy attached) on closer looks at existing surface at time of location is intended to provide data from which realistic designs on this particular feature can be made.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

NOTED
LLOYD P. SHAW

GLD:bjm
Attachment

ANALYSIS OVERRUNS MARKS CR.-FIELDS C.

Guard rail quantities overran because the 2450 lineal feet between stations 684 and 708 shown on Sheet No. 7 of the plans were not included in the summary on sheet No. 2-C of the plans and subsequently the 2450 lineal feet was not included in the contract bid quantities. This error was not noted until after the contract award had been made. During construction, some sections of guard rail were eliminated thereby reducing the actual overrun to only 1,000 feet.

Surfacing materials overran because the original conversion factors from cubic yards to tons used in the design and were the basis of estimating contract quantities have been found to be in error. The factors used were 1.8415 tons per cubic yard for coarse base material and 1.7792 tons per cubic yard for 3/4"-0 material. The correct factor should be 2.0696 tons per cubic yard in accordance with F. D. Morgan's letter of November 13, 1963. The contract on this project was awarded August 29, 1963.

Using this correct factor the net quantities would have been 91,919 tons. The ten percent allowance would bring this quantity to 101,100 tons.

The plans called for only an overlay of 3/2" of asphaltic concrete between stations 774 to 802, 829 to 844 and 855 to 880. The existing oil mat was rough and"out of shape" and considerable patching would have been required to obtain a uniform grade and a good ride. Full depth surfacing material was used to build additional strength into the road as well as obtain a good ride. This required approximately 12,000 tons of base material.

An overrun of only 2.86 percent of contract surfacing would have occurred if the correct conversion factor had been used on this project. This would not seem to be an excessive overrun on a project of this size.

1-21-65
AS:dj

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 15, 1965
John Day, Oregon

SUBJECT: Marks Creek - Fields Creek
John Day Highway
Grant County

NOTED
A. SHIRLEY

To:

A F Parson, Div. Eng.
La Grande,

Attn: Alfred Shirley, Jr.

Reference is made to your letter of January 14, 1965, regarding the overrun of guardrail and surfacing rock on the above subject project.

The reason for the overrun of the surfacing materials was mainly due to the change of design for the following sections. Station 774 to 802 829 to 844 and 855 to 880. The plans show an overlay only on the oiled portions of the highway on the three sections.

To patch out the rough and uneven grade would have taken considerable amount of patching to bring the roadway to a desireable grade. Sags in the old oiled surface were as much as 5 inches in depth. To patch out this old oiled surface would have taken at least 2 to 3 inches average depth to get a good grade. There were no quantities set up in the contract for patching to take care of this heavy patching.

Considering all phases of the project it was desided to obliterate the oiled surface and place a full course of surfacing over the area in order to obtain an over all better surface and uniform strength.

In doing this of course the surfacing material overran in quantity but saved in considerable patching with Asphaltic Concrete material.

The overrun in guardrail was due to error when making up the plans. The 2,450 lin. ft. shown on the plans Station 684 to 708 was not included in the final total on the bid sheet.

During construction several sections of rails were eliminated by the Divisions instruction, so the difference was only 1,000 lin. ft. instead of the 2,450 lin. ft.

M. M. Stump,
Resident Engineer

FORM E-30 25M 8-61 823.5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 11, 1962

SUBJECT: Sampling Existing Base Construction on Location Survey Projects for Federal-aid Construction

To: DIVISION ENGINEERS
RESIDENT ENGINEERS

It has become apparent that sampling and testing of existing base and wearing surface on proposed Federal-aid projects, where existing surfacing materials are to be used in the proposed construction, has not been adequate. The Bureau of Public Roads cannot accept our judgement without documentation regarding the proposed depth of overlay on these projects. It is therefore necessary that we obtain adequate information to determine the depth and type of treatment required to bring these existing bases to the strength necessary for the designs in question.

Your attention is directed to Division 2, Section 3 in the Manual of Instruction, Technical Bulletin 19 which outlines base design procedures and responsibility of those persons preparing location survey data.

As there may be some questions regarding the sampling procedure and required tests on these materials, arrangements have been made with the Soils Section for several men to work with your personnel to acquaint them with the problems involved.

Please review all survey projects which have been submitted and not contracted, as well as those in progress, and take the steps necessary to obtain the required information. Particular emphasis should be placed on interstate projects at this time.

F. D. Morgan
Construction Engineer

By D. J. Baybee

D. J. Baybee
Ass't. Construction Engineer

GCW:ra

RECEIVED
MAR 10 1965
FOR FILING

January 27, 1965

Rogers Construction Company
11760 N.E. Glisan Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 27 considered your request for 80 additional workdays to complete Contract No. 6327 for grading, paving, and structure on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 35 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc A. F. Parson
G. A. Starkey
Frank Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 5, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Time Extension
Marks Creek-Fields Creek Section, John Day Highway
Project F-92(5)

We have reviewed your reasons for granting a time extension of 35 workdays on subject project. We concur in your request to grant the days as shown above.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

December 22, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Extension of Time
Marks Creek-Fields Creek Section
John Day Highway
Project F-92(5)

Dear Sir:

Rogers Construction Company, contractor on the subject project, has submitted two requests for an extension of time, one for 35 days and one for 45 days, a total of 80 days.

Reasons given by the contractor are work required on other projects, excavation unbalances from original plans, change of quantities, and additional borrow to couplete grading excavation.

The job records indicate the following extensions to be justified for the reasons shown:

(1) From the time the contract was awarded until the utilities were moved, 47 days were charged. This curtailed the contractor's normal production an estimated 50 per cent, justifying an extension of 23½ days.

(2) Guardrail quantities were increased 1,000 lineal feet which in turn increased the original amount of the contract 0.42 per cent; 0.42 per cent of the specified 145 days justifies one-half day extension.

(3) Base and leveling rock were increased from 89,500 tons to 104,000 tons. Based on a normal daily production of 1,970 tons, an extension of eight days can be justified.

(4) Slide correction and ditch obliteration required three extra workdays to accomplish, justifying an extension of time in this amount.

The above totals 35 days, and we recommend an extension of time in this amount. May we have your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
A. F. Parson

GLD:fp: ajw

FORM E-20 50M 12-62 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 9, 1964

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Request for Time Extension
Marks Creek-Fields Creek Section
John Day Highway
Contract No. 6327

Two requests for Increase in Number of Workdays to Complete Construction Project have been received from Rogers Construction Company, contractor on the subject project. They are attached.

One, dated September 8, 1964, requests an increase from 145 (the specified amount) to 180 days based on an assumption this amount of 35 days had been granted through previous agreement because of work to be done on Contract No. 6211, Mitchell Point-Hood River.

The second request, dated August 31, 1964, is for an increase from 180 days to 225 days based on "Excavation unbalances from original plans - change of quantities and additional borrow to complete grading excavation."

We have assumed the contractor to be in error on request number one, that is the 35 days, represented an amount of extension separate and apart from valid reasons existing on the Marks Creek-Fields Creek project, that it should be granted first, with additional days to be granted on request number 2.

The job records indicate the following:

1. Remeasure of earthwork quantities have progressed to a point where it can be determined the final quantities will about equal the contract amounts. No valid reasons for any existing on this count can be found.

2. Guardrail quantities were increased 1,000 lineal feet. At the bid price of $2.60 per lineal foot, this increased the original amount of the contract ($618,237.00) 0.42 per cent; 0.42 per cent times 145 days (specified amount) justifies an extension of 1/2 day.

3. Type II fencing was increased from 2,300 rods to 3,035 rods. However, this work was done concurrently with other work and no additional time is recommended.

ATTN
LLOYD P. SHAW

4. Base and leveling rock was increased from 89,500 tons to 104,000 tons; 1,970 tons per day was placed. On this basis an extension of time in the amount of 8 days is recommended because of this overrun.

5. Slide correction and ditch obliteration required 3 extra days to accomplish and a 3-day extension is recommended for this reason.

6. From the time the contract was awarded until the utilities were moved, 47 workdays had been charged. This curtailed the contractor's normal production an estimated 50 per cent. For this reason, an extension of 23-1/2 days is recommended.

From the above, an extension of 35 additional workdays is recommended. We have Bureau of Public Roads concurrence in this.

This project was completed on December 1, 1964 with 218 workdays charged, or 73 days over the specified number of 145. Granting the 35 days would still leave 38 penalty days. At $210 per day liquidated damages in the amount of $7,980.00 will be assessed.

Rough drafts of letters to the Commission and the Bureau of Public Roads are attached.

F. D. Morgan
Construction Engineer

By
G. L. Decker
Assistant Construction Engineer

GLD:fp
Enc.
cc L. H. Young
A. F. Parson

PS: Request dated August 31 has been corrected to reflect recommended 35 days extension. Request dated September 8 has been corrected to reflect 100 per cent denial.

RECEIVED
DEC 9 1964
OFFICE OF
STATE HIGHWAY ENGINEER

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 8, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 145 days to 180 days, within which to complete our Contract No. 6327, without the assessment of liquidated damages. The said contract is described as follows:

Marks Cr. - Field Cr.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter to A. F. Parson, Div. Engr., dated August 18, 1964

See attached letter to G. A. Starkey, Res. Engr., dated July 27, 1964

See attached Price Agreement Contract 6211, dated July 14, 1964.

Respectfully submitted,

ROGERS CONSTRUCTION CO.
Contractor

By Chas. McInnis

CONSENT OF SURETY

Date 9/8, 1964

We, FIDELITY AND CASUALTY COMPANY OF NEW YORK

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FIDELITY AND CASUALTY COMPANY OF NEW YORK

BY ..... Attorney-in-fact

ATTORNEY

(SEAL)

BY ..... Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6327 Contractor Rogers Construction Co.

Highway John Day

Section Marks Creek-Fields Creek

Kind of Work Grading, paving and structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~Granted~~ as per attached letter of transmittal

Recommended for Approval:

H. A. Mann
Division Engineer

R. H. Nielsen
Construction Engineer or Bridge Engineer

Hwy Eng
State Highway Engineer

State Printing 27029

Contract No. 6327

Project designation F-92(5) State-Federal

Date awarded August 29, 1963

Work started September 10, 1963

Per cent completed ~~49.9%~~ 100.70 - 12-1-64 ~~9-18-64~~ Date

No. of Workdays Allowed 145

No. of Workdays Used ~~182~~

No. of Added Workdays Requested ~~45~~

E -320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 31, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 225 days, within which to complete our Contract No. 6327, without the assessment of liquidated damages. The said contract is described as follows:

Marks Creek - Field Creek

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Excavation unbalances from original plans - change of quantities and additional borrow to complete grading excavation.

Respectfully submitted,

Rogers Construction Co.
Contractor

By Chas McLaren

CONSENT OF SURETY

Date 8/31, 1964

We, THE FIDELITY & CASUALTY CO. OF NEW YORK, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

PALLETT, FISHER & GADDIS, INC.
Attorney-in-fact

(SEAL)

Resident Agent
PORTLAND, OREGON

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6237 Contractor Rogers Construction Co.

Highway John Day

Section MARAS CREEK - FIELDS CREEK

Kind of Work Grading, Paving & Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Granted as per attached letter of transmittal

Recommended for Approval:

A Hanson
Division Engineer

E. S. Nielsen
Construction Engineer or Bridge Engineer

Lloyd J. Stran
ASSISTANT State Highway Engineer

State Printing 27929

Contract No. 6327

Project designation F-92(5) State-Federal

Date awarded August 29, 1963

Work started September 10, 1963

Per cent completed ~~49.9%~~ 9-18-64 Date

No. of Workdays Allowed ~~180 (2) 145~~

No. of Workdays Used ~~182~~

No. of Added Workdays Requested 35

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

August 18, 1964

Oregon State Highway Department
Mr. A. F. Parson, Division Engineer
LaGrande, Oregon

Re: Time Extension Marks Creek - Field Creek S/C 6327

Dear Sir,

We are enclosing a copy of a letter pertaining to time extension on Contract No. 6211 which is on the Columbia River not in your Division.

You will note that the Price Agreement for the above was signed only with the stipulation that we be granted an extension of 35 days on Marks Creek - Field Creek Contract No. 6327.

This has been granted to us by Mr. Lloyd Shaw, Assistant Highway Engineer, State Hwy. Bldg., Salem, Oregon, and Mr. W. R. Rogers agreeing on same, August 11, 1964.

Will you have this confirmed by your Salem people so that you will be properly notified of the above.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas R. McInroe

Chas. R. McInroe
by Frank A. Farris

encl.

July 27, 1964

Oregon State Highway Department
Salem, Oregon

Attn: Mr. G. A. Starkey, Resident Engineer
Re: Oregon State Highway Contract Nos. 6211 and 6327

Gentlemen,

We are herewith returning to you the signed Price Agreement No. 4, and the signed request for Grade Changes and Additional Grade Excavation, with the following stipulations:

Our request of 35 days on extension of Contract 6211 be granted without penalty to us.

That the same request be granted on our Contract No. 6327 an additional 35 days, due to the conditions as outlined on extension of above Contract No. 6211.

The above all based on verbal conversation with the proper authorities of the Oregon State Highway Department.

Very truly yours,
ROGERS CONSTRUCTION CO.
Chas R. McInroe
Chan R. McInroe

encl.

RECEIVED
AUG 6 1964
OFFICE ENGINEERING
DIVISION

Form A-100—8M-

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Mitchell Point - Hood River Date July 14, 19 64

Highway Columbia River Contract No. 6211

County Hood River Prefix 64-1053

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(29)56 & I-80N-3(32)61

Address 11760 N. E. Glisan St. Portland, Oregon Price Agreement No. 4 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept paymet at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish additional Base Rock

Locations by station numbers:

Various

Names of pay items, estimated quantities and agreed prices:

Coarse Crushed Material in Base	27,500 Tons at	$ 1.25	= $	34,375.00
3/4 - Inch 0 Material in Base	19,300 Tons at	$ 1.25	= $	24,125.00
			$	58,500.00

See attached letter for additional conditions.

Specifications, basis of measurement and other provisions:

This is to cover over-run of contract quantities at contract unit price.

Standard specifications to apply.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 896,806.86
Present estimate of project cost, including $58,500.00 ... for work under this order	$ 967,000.00
Expected over-run (amount)	$ 70,193.14
Expected over-run (per cent)	7.8%

Space to right of this line is for use of Salem Office ✓

Submitted by: Glenn A. Starkey Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Contractor

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 3682

RECEIVED
JAN 15 1965
FOR FILING

January 14, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 9
January 27, 1965 Meeting

Gentlemen:

Rogers Construction Company, contractor on the Marks Creek-Fields Creek Section of the John Day Highway, Contract No. 6327, Oregon Project F-92(5), has submitted two requests for an extension of time, one for 35 days and one for 45 days, or a total of 80 days.

Reasons given by the contractor are work required on other projects, excavation unbalances from original plans, change of quantities, and additional borrow to complete grading excavation.

The following extensions can be justified for the reasons given:

(1) From the time the contract was awarded until the utilities were moved, 47 days were charged. This curtailed the contractor's normal production an estimated 50 per cent, justifying an extension of 23½ days.

(2) Guardrail quantities were increased 1,000 lineal feet which in turn increased the original amount of the contract 0.42 per cent; 0.42 per cent of the specified 145 days justifies an extension of one-half day.

(3) Base and leveling rock were increased from 89,000 tons to 104,000 tons. Based on a normal daily production of 1,970 tons, an extension of eight days can be justified.

(4) Slide correction and ditch obliteration required three extra workdays to accomplish, justifying an extension of three days.

The above totals 35 days, and we recommend an extension of time in this amount. We have Bureau of Public Roads' concurrence.

This project was completed with 218 charged workdays. Granting 35 days will leave 38 penalty days which, at $210 per day, will require assessment of liquidated damages in the amount of $7,980.

This matter will be presented for your consideration at the January 27 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

GLD:fp:ajw bjs

RECEIVED
JAN 29 1965
FOR FILING

SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1965

SUBJECT: Thirtymile Creek-Dyer Creek Section
Contract No. 6359 and
Marks Creek-Fields Creek Section
Contract No. 6327

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
LaGrande, Oregon

ATTENTION: Mr. Alfred Shirley, Jr.

This A.M. we discussed a request by Mr. Cooper for an explanation of overruns on the subject projects. The need for detailed factual and comprehensive information was discussed.

A copy of Mr. Cooper's letter on the subject is attached. Will you please give this your earliest possible attention.

F. D. Morgan
Construction Engineer

By SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc L. P. Shaw

FORM E-30 SOH 12-62 84670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1965

SUBJECT:

To: Lloyd Shaw
Assistant State Highway Engineer
O F F I C E

In reviewing two recent requests for time extensions (Rogers Construction Company), I notice some rather startling overruns.

On the Thirtymile Creek-Dyer Creek Section of the John Day Highway in Gilliam County, the earthwork quantities overran some 73,000+ cubic yards, the surfacing approximately 7,500 yards, and the asphaltic concrete 550 tons. All of this adds up to a fairly substantial amount of money.

On the Myers Creek-Fields Creek Section of the John Day Highway, I note that we added 1,000 feet of guardrail and increased the surfacing rock some 14,000 tons.

While I realize that it is difficult to hit all contract items exactly, these overruns require an explanation. Please advise.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

ANALYSIS OF OVERRUNS ON THIRTYMILE-DYER CREEK SECTION

The largest overrun in dollars on this project was in the bid item "General excavation, unclassified" which experienced an overrun of about 73,000 cubic yards costing just under $50,000. Apparently a small amount of this overrun (about 10%) was occasioned by a discrepancy between the typical section on the plans and that used for estimating the earthwork. This discrepancy is the use of 6:1 surfacing and ditch slopes instead of the 4:1 slopes used in the working up of grading quantities through the normal cut areas. (Refer to memos by Loren Weber and H. S. Coulter dated 11-22-63).

The balance of the overrun of earthwork can be attributed to two things: overbreak behind the cut slopes as staked and the preparation of grading quantities calling for 4:1 slopes through talus or common material. Perhaps these can best be explained by first of all reviewing some of the history of the location survey for this section.

The survey was performed in the field originally perpetuating the existing creek grade and along a rough projection made on photogrammetry prepared contour map by Mr. Edwards with some field refinements. The resultant design included numerous construction problems, the greatest of which was the handling of traffic. Consideration was even given to detouring traffic by way of county roads but the design as submitted utilized some rather extensive detour grading along the general route of the highway.

After submission to the Salem office, some revisions were made involving extensive channel changes, altering both the horizontal and vertical alignment of the creek. On either July 30 or July 31, 1962 a field inspection was made on this section by Messrs. Adrian Olson, Wm. Reed (?), Doug Greene, Loren Weber and H. S. Coulter. Apparently there is some disagreement as to the purpose of this inspection. Messrs. Coulter and Greene remember this as a trip to investigate the advisability of making the proposed extensive channel changes, particularly regarding their stability and to estimate through which areas rock channel protection would be needed. The implication in Mr. Morgan's letter of March 5, 1964 is that other people have a different recollection of the purpose of this trip. Doug Greene claims that one of the last bits of conversation during this inspection was a request by Mr. Coulter of a close review of the slopes comparing them to those recommended by Keats Oliver in his location survey before final completion of the design of this section. In a letter from Mr. Olson to this office dated January 31, 1963, it stated "It should be noted that the stage construction as noted on the plans is undergoing a major revision at this time and . . . . ." indicating that at least a review was being made of some aspects of the design.

Review of the preliminary plans in July 1963 did not reveal any design features based on false assumptions with one slight exception. This being a request by Mr. Weber for additional right of way where he anticipated some slough. It was not until some time after receiving the location survey data the latter part of November 1963 that a complete study of the design of this section could be made.

A review of the location cross sections plus knowledge gained from construction of this project brings to light several probable wrong assumptions.

1. In some areas a detour was considered and apparently this led to a designers conviction that 2:1 slopes could be used. Example old station 2380 -- A detour could be used with a certain amount of continual ravel coming down in that this type facility is under constant maintenance.

2. A horizontal shift in alignment can result in having an entirely different kind of material to be removed by the excavation. An example of this is shown on the cross-section at the old station 2397.

3. In several areas, particularly on the back slopes of channel changes, slopes were changed from those submitted. This was usually from a 1:1 slope to a 1/2:1 slope. The 1/2:1 slope turned out to be too steep.

4. Even though the locating engineer reviewed his slope design throughout the length of this section, there are places where his foresight is not as good as our hindsight. There may have been a tendency on his part to keep his job as inexpensive as possible and he was too optimistic in his convictions as to the shallowness of solid rock. Some of the outcrop of solid material apparently were deceiving.

The abnormal amount of overbreak mentioned earlier undoubtedly could have been reduced had we flattened the cut slopes throughout this section. However the excavation necessary to give us these slopes that are more stable would have required a much greater overrun of the general excavation on this project. We attempted to keep the excavation to a minimum resulting in overbreak and slough.

The following tabulation shows a comparison between planned and actual quantities:

2350 - 2364	7,000 more actual than planned due mainly to overbreak though there were some dirt areas on each end of these cuts.
2363 - 2376	15,000 more actual than planned. The channel change was extended about 200 feet. The back slopes had to be laid back in about half of the channel change and the road bed cut slopes were flattened because all that was showing was talus.
2376 - 2386	1,000 more actual than planned due to channel slopes being flattened.
2410 - 2429	16,000 more actual than planned. All of the channel change cuts were staked on the flatter slopes as well as the road bed cuts 2410 - 2414+50 and 2418 - 2427.
2431 - 2440	6,000 more actual than planned. Roadbed cut slopes had to be flattened because of talus material.
2440 - 2449	23,000 more actual than planned. This was in the quarry area where for one thing, there was talus in the slopes that had to be cleaned off in order to make the slopes hold. Also, they had to waste quite a lot of material from this cut because it was too dirty to crush, and the cut broke deeper than planned which material had to be cleaned off.
2457 - 2467	21,000 more actual than planned. Flattening of slopes plus overbreak in roadbed cut from 2457 - 2461+50 and flatter slopes in channel change from 2462+50 to 2466+50.
2472 - 2477	11,000 more actual than planned. Unstable material dictated that the slopes be laid back for stability.
2487 - 2502	8,000 less actual than planned mostly due to the grade raise decreasing the excavation.
2502 - 2510	7,000 more actual than planned caused by slope layback.
2513 - 2526	8,000 more actual than planned. Unstable material caused slopes to be laid back.

The other major overruns on this project are the two courses of base rock and the asphaltic concrete pavement. A check was made of the surfacing computations apparently prepared by someone in the Salem office (copy attached) because of the date 9 January 63. These were made using an overall length of 22,614 feet which includes some 700 feet of temporary connections on the ends of this project but which would have very little effect on the accuracy of these computations. The quantities listed as net on the contract do not agree with these computations. Correcting these computations by using the factors included in a letter from the Construction Division in November 1963, we arrive at the following net quantities which we are comparing with the quantities used:

Item	Net Quantity	Used	Percent over
Bottom Course Base	56,860	57,168	0.54%
Top Course Base	16,293	18,258	12.06%
Asphaltic Concrete Mixture	15,679	16,755	6.86%

It should be pointed out, however, that a modification was made in the base design reducing the depth of the bottom course base for about half the project by approximately one-third. This would result in an overrun of 20.78% over this revised net quantity needed.

We believe there is one prime and one secondary reason for the overrun in the Bottom Course Base of almost 21%. The secondary reason is because it was necessary to carry traffic through parts of this project with the base rock functioning as surfacing. As we all know, this results in reveling of the top surface, segregation and loss of part of the natural fines and a need for continual reprocessing and maintenance. In order to maintain a tight surface, a portion of the loose "marbles" on top are bladed off and additional material must be spotted to bring the surface back to its designed template. The primary reason this lift of surfacing overran is because of the type of material upon which it was placed. Underlying the base rock throughout this project is a layer of beautiful clean, basalt dice rock. This dice rock cannot be finished to a tight surface. Because of the nature of the material, the top surface will have numerous crevices and voids. We believe the surfacing that sifted and was maneuvered into these voids during our standard processing operation took a rather sizeable amount of material. These two reasons, we believe account for the major portion of the overrun of this bid item. Of course the approximate net total from which we computed our overrun, did not include any allowance for the construction of road approaches or connections. The material needed for this allowance could be determined from the material receipt tickets. One might guess that /4 to /6 of the overrun was needed for this purpose.

The 12 percent overrun in the Top Course Base material, particularly the reasons therefor are not so apparent. Part of this overage, we are convinced, is inherent in the function this layer of surfacing performs in the roadway structure, namely that of "leveling" the top surface of the coarser material below. Another part of this overage was needed in the construction of the same road approaches and connections that used some of the Bottom Coarse Base. Some additional surfacing was lost because of the same need to carry traffic on this coarse as was explained above in discussing the overrun in the coarser surfacing layer. In addition to the portions of the overrun explained above, more materials were used that designed because of our failure to maintain as close a control on the contractors operations as would have been desirable. This layer of surfacing was placed on the road, mostly down the center, with more than enough material being used than was needed for the two-inch layer. The plan was to cut this down to grade just ahead of the binder, leaving a burm a few feet outside the yellow-tops which were set 13 feet on each side of the centerline. Since traffic had to use the roadway at all times, this procedure would reduce the amount of ravel and

wash-board on the surface on which the binder must be placed. On the north half of the project this plan worked very well. However in the south half, when the lateness of the season was becoming more of a factor and the contractor was busily performing several operations (i.e. base rock, binder, guard rail and preparing to pave) the material was not in all cases cut down to the yellow-top elevation. However the roadbed was tight and smooth and our inspector allowed the contractor to proceed with the placing of the binder. Apparently the resident engineer was not aware of this until the binder was on the road. Some excess materials were also spread in spotting in the shoulders up to the elevation of the bottom of the shoulder paving. This material could not be salvaged and was used to dress up the shoulders a little more. As an excuse and not a reason it can be pointed out that this extra depth of top course base occurred through the area on which we had reduced the thickness of the bottom course, giving us a little more strength through this area.

We do not believe that the less than seven percent overrun in asphaltic concrete pavement is out of line with what can normally be expected on this size construction project. There are the road approaches and connections to pave as well as the normal tendency of both contractors and engineers to obtain at least the nominal compacted thickness in each lift. Our standard estimating procedures are based on an allowance of ten percent over net. For these reasons we do not think that using seven percent more than the net quantity needs further explaining.

1-20-65
HSC:dj

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: December 27th, 1964

SECTION: Mark Cr. - Fields Cr.

SECTION PREFIX: 1.-1(2)

HIGHWAY: John Day

COUNTY: Grant

NAME OF JOB: [illegible] - Fields [illegible]

KIND OF WORK: Grading, Oiling & Incidentals

CONTRACTOR: Ogers Construction Co.

CONTRACT NUMBER: 6127

FEDERAL AID PROJECT NUMBER: F - 94 (5)

DATE OF CONTRACT: August 29th, 1963

DATE WORK STARTED: September 10th, 1963

ESTIMATED COMPLETION DATE: December 1st, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: SUPERVISION:

SPECIFIED WORK DAYS: 145 + 35 Misc. Allow.

WORK DAYS USED: 218

PROJECT AUTHORIZATION: $ 710,000.0

ENGINEERING AUTHORIZATION: $ 50,918.16

PERCENT OF TIME ELAPSED: 121.2%

EXCLUSIVE OF ENGINEERING: $ 66[illegible]

ENGINEERING COST TO DATE: $ [illegible]

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 661,418.15

PERCENT OF AUTHORIZATION: [illegible]%

ESTIMATED PERCENT: OVERRUN / UNDERRUN: [illegible]%

DATE PROJECT WAS COMPLETED: December 1st, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100%	100%	100%	100%	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	5.67	5.67			5.67
MILES PARTIALLY COMPLETED					
MILES COMPLETED	5.67	5.67			5.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	200,500	80,500			23,300
TOTAL QUANTITIES CORRECTED TO DATE	1[illegible],5[illegible]5	20[illegible],300			22,290
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2[illegible],5[illegible]5	19[illegible],000			22,290
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT.					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers		
MONDAY	Showers		NOTE
TUESDAY	Rain & Flood		
WEDNESDAY	Showers		
THURSDAY	Cloudy		
FRIDAY	Showers		
SATURDAY			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor Has moved all equipment out and project is complete.

All crew members were released on exchange time but were recalled back due to emergence and are being used flagging traffic and manning radio and other nedessary work.

Semi-final is complete and will be submitted at the earliest convienence.

FINAL REPORT

SIGNED W. L. Stump

W. L. Stump, Res. Eng.

ADDRESS P. O. Box 228, Depoe Bay, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Form No. E-372—1031—7-55

RECEIVED
APR 5 - 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name MARKS CREEK - FIELDS CREEK Date December 9th, 1964

Highway John Day Contract No. 6327

County Grant Kind of Work Grade, Pave & Str. Contractor Rogers Construction Co.

Contract Amount $ 618,327.00

Expected over-runs and under-runs in contract items:		Quantity	Unit Price	Amount
Major items, itemized:				
2.	Drainage Excav., Unclass.	1,437	3.00	4,311.00
3.	General Excav., Unclass.	4,500	0.50	2,250.00
32.	Metal Guardrail	950	2.60	2,470.00
38.	Type 2 Fence	700	6.75	4,725.00
42.	Coarse Crushed Matr'l in Base	8,624.5	1.35	11,643.08
43.	3/4"-0 Material in Base	5,875	1.35	7,931.25
44.	Sprinkling	3,112.5	2.00	6,225.00
				39,555.33
Minor items, unitemized algebraic total				-5,347.35
Subtotal				$ 34,207.98
Approved work orders (Price, extra work and state force orders)				$ 32,922.95
Expected over-runs and under-runs in work orders:				Amount
Major items, itemized:				
Minor items, unitemized algebraic total				+ 1,209.61
Subtotal				$ +1,209.61
Authorization for engineering				$ 50,918.16
Expected over-run or under-run of engineering authorization				$ 50,000.00
Costs not included above (explain)				$
Allowance for future contingencies (_____% of work remaining)				$
Credits to come from transfers and deductions	Liquidated Damages - 38 days @ 210/day			$ - 7,980.00
Present estimate of project cost				$ 779,605.70

Brief Statement of principal causes of over-run: Item 32 & 38 - Part of these items were not included in the original contract. Item 42,43 & 44 - were due to the elimination of pavement which was originally set up for an overlay. Work order overrun were in part not anticipated and were not set up in the original contract. A 50% overrun in time set up for the contract to be completed caused the overrun in Engineering.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 716,036.63	Space to right of this line is for use of Salem office.
Present estimate of project cost	$ 779,605.70	
Expected over-run (Amount)	$ 63,569.07	
Expected over-run (per cent)	8.9%	

Submitted by: M. M. Stump Resident Engineer

Confirmed by: Division Engineer

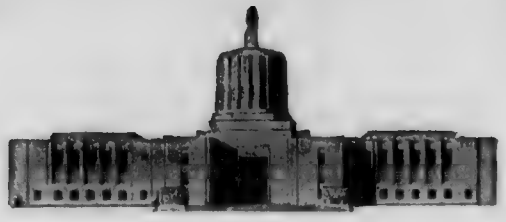
Noted by: Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 96719

RECEIVED
DEC 10 1964
COMMISSIONERS
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
REDERICK H. STRADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1964

Mr. J. R. Campbell
Attorney at Law
Ogilvie Building
John Day, Oregon

Re: L. E. Oster, et ux vs.
Rogers Construction Inc.
Our File R-35532

Dear Mr. Campbell:

I have for reply your letter of October 16, with respect to your counteroffer for the settlement of your client's claim against Rogers Construction Inc.

I am pleased to inform you that the Commission has approved your proposed settlement for the removal of six prune trees, together with any and all other damage which may have occurred by reason of the removal, in the sum of $480.00.

The settlement is to be further conditioned upon your client executing a full and complete release of Rogers Construction Inc., as well as the State of Oregon. In addition, it is necessary that the complaint which you have presently filed against Rogers Construction Inc. be dismissed with prejudice. I assume that you can do this on your own motion or, if you so desire, we can do so by stipulation.

If the above is satisfactory, please notify me and we will prepare and forward to you a proper form of release for your client to sign.

Thank you for your assistance, cooperation and patience in handling this matter.

Yours very truly,

G. E. ROHDE
Chief Counsel

NOTED
R. L. PORTER

By
FRANK C. McKINNEY
Acting Assistant Counsel

FCMcK:ks

cc: Continental Insurance Co.
Attn. L. C. Lucas
Rogers Construction Inc.

bc: R. L. Porter, W. T. Wright, K. A. Chatwood,
A. F. Parson, G. E. Rohde

RECEIVED
DEC 9 - 1964

FORM E-20 BOM 7-44 SP*6229-734

FOR FILING

1 9 1 (6)

6 2 7

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 7, 1964

SUBJECT: Salvage of Indian Paintings
Marks Creek-Fields Creek
John Day Highway

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Salem

We have your letter of December 2 concerning the subject Indian paintings. Extra work order No. 3 had been submitted for salvage of these writings. On January 3, 1964, Mr. Barbee wrote to A. W. Parsons of the Bureau of Public Roads and advised that no attempt would be made to salvage the paintings.

Mr. Stump advises me that he was unable to locate any of the rocks bearing these paintings after the contractor shot, therefore, there are no Indian paintings.

A. F. Parson
Division Engineer

AFP:dj

NOTED
LLOYD P. SHAW

Salem, Oregon
December 2, 1964

Mr. A. F. Parson
Division Engineer
La Grande

Prior to construction of the Marks Creek-Fields Creek Section of the John Day Highway, certain sections of rock bearing Indian writings were to be salvaged. Material of this type would make an excellent exhibit as a permanent installation at Clyde Holladay Rest Area.

Will you please advise what material is available so plans can be made for its use.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
P. M. Stephenson

FORM E-30X—50M—12-63 54677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT:

To:

Mr. A. F. Larson
Division Engineer
La Grande, Oregon

A review of last week's construction weekly reports from your division indicate that engineering charges on the following contracts are overrunning a considerable amount:

Project	% Complete	Engineering Allowed	Engineering Used	% Over
Thirtymile Creek-Dyer Creek	79	50,490	60,000	16.0
Meeks Creek-Fields Creek	61	50,918	71,375	40.2

Please take immediate steps to see that future charges are held to an absolute minimum and provide this office with an explanation of the reasons for the excessive overrun.

T. D. Morgan
Construction Engineer

EAP:dc
cc: Lloyd P. Shaw

RECEIVED
OCT 5 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Mr. Foster

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 2, 1964

Mr. J. R. Campbell
Attorney at Law
Ogilvie Building
John Day, Oregon

Re: L. E. Ostor, et ux
v.
Rogers Construction Inc.
See Also File No. R-35532

Dear Mr. Campbell:

On September 29, 1964, Rogers Construction Inc., prime contractor on the Parks Creek-Fields Creek Section of the John Day Highway (Contract No. 6327), tendered to the State Highway Commission the defense in the above-entitled action.

As you are aware, the contractor in performing the contract, and particularly in setting the fence line for a fence which the State agreed to construct pursuant to its option with your clients under file No. R-35532, proceeded to cut some brush and apparently inadvertently cut the six prune trees to which the complaint refers.

I am sure you are aware of the fact that when contractors are performing contracts for the State they become an agent of the State and are protected by the same immunities to suit as the State. It is our belief that since the State itself cannot be sued in tort for trespass, that our contractors cannot likewise be sued. We are more than willing to furnish you our briefs and research on this matter.

We do appreciate, however, that apparently property has been taken for which just compensation must be paid. We have attempted to determine the value of replacing the six prune trees, of approximate equivalent size, for your client's loss. It appears from our information that such trees could be purchased and planted for approximately $240. Since we do not believe that the State, or its contractor, is liable in trespass, they likewise are not liable under ORS 105.810 for triple damages.

It is our desire to amicably settle this matter without the cost of lengthy litigation to either party, and for the purpose of compromise we are willing to recommend settlement of your client's claim in the sum of $240.

While this matter is in negotiation, we would also appreciate it if you could confirm an extension of time in which to file the proper pleadings in the event that our negotiations fail.

Very truly yours,

C. E. [illegible]
Acting Chief Counsel

[illegible]:lb

bcc--R. L. Porter ✓
--W. T. Wright
--K. A. Chatwood
--A. F. Parson

[illegible]
OFFICE
STATE HIGHWAY [illegible]

FORM E-123X 50M 12-63

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SEP 25 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6327

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 21, 1964

California Pacific Utilities Company
2003 - 1st Avenue
Baker, Oregon

Attention: Mr. O. D. Lanning

RE: Cal-Pac Adjustment
Marks Cr.-Fields Cr. Section
John Day Highway - Grant County
Project No. F-92(5)
Contract No. 6327

Gentlemen:

This is to confirm our verbal authorization for you to adjust power poles near Station 849+50 effective September 10, 1963 and proceed with the remainder of the work effective October 7, 1963.

It has been agreed by Mr. Valentine and Mr. Roberts that the State shall reimburse your company 50 per cent of the total cost of making this adjustment.

Your bill dated July 29, 1963 has been referred to our Accounting Division for processing.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc L. P. Shaw
L. H. Young
C. H. Maison
A. F. Parson
M. M. Stump
J. W. Valentine

RECEIVED
SEP 23 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

cc T. Lee
Engr. Cond.

Project Name Marks Creek-Pilcher Creek Date Sept., 1964

Highway John Day Contract No. 6127

County Grant Prefix 13-1039

Contractor Rogers Construction Co. F. A. Project No. F-92(5)

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove slide and obliterate ditch

Location by station numbers:

Station 740 to 750

Estimate of quantities and cost:

Labor	$ 200.00
Equipment	600.00
Material	00.00
Contractors Allowance 15%	120.00
	$ 920.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Maximum equipment rates allowable as per AGC, State Agreement. Percentage allowed contractor in accordance with executed contract for this project. Removal of excavated materials to be at contract prices and to be placed in roadway fills or flattening of slopes. This work necessary when slide developed after cut had been removed. No allowance was made in the original Contract Authorization for slide removal. This work has not been started. Dozer will be used to push material from roadway for removal and to obliterate existing ditch.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 716,036.63
Present estimate of project cost, including $ 920.00 for work under this order	$ 716,036.63
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of State Office

Submitted by: /s/ M. M. Stump
Resident Engineer

Approval Recommended: /s/ G. L. Forbes
Asst. Construction Engineer or Office Engineer

Approval Recommended: /s/ A. F. Parson
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy To Young 9-23-64

RECEIVED
AUG 24 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 19, 1964

To:

SUBJECT: Marks Creek-Fields Creek
John Day Highway
Contract 6327

Mr. F. D. Morgan
Construction Engineer
Salem

Attached is a letter from Mr. McInroe of Rogers Construction Company concerning a time extension on the subject section.

Will you please advise?

A. F. Parson

A. F. Parson dj
Division Engineer

AFP:dj
Attachment

RECEIVED
AUG 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
AUG 20 1964

NOTED
LLOYD P. SHAW

W. R. ROGERS
DONALD C. ROGERS

AUG 19 1964

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

August 18, 1964

Oregon State Highway Department
Mr. A. F. Parson, Division Engineer
LaGrande, Oregon

Re: Time Extension Marks Creek - Field Creek S/C 6327

Dear Sir,

We are enclosing a copy of a letter pertaining to time extension on Contract No. 6211 which is on the Columbia River not in your Division.

You will note that the Price Agreement for the above was signed only with the stipulation that we be granted an extension of 35 days on Marks Creek - Field Creek Contract No. 6327.

This has been granted to us by Mr. Lloyd Shaw, Assistant Highway Engineer, State Hwy. Bldg., Salem, Oregon, and Mr. W. R. Rogers agreeing on same, August 11, 1964.

Will you have this confirmed by your Salem people so that you will be properly notified of the above.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas R. McInroe

Chas. R. McInroe
by Frank A. Farris

encl.

July 27, 1964

Oregon State Highway Department
Salem, Oregon

Attn: Mr. G. A. Starkey, Resident Engineer
Re: Oregon State Highway Contract Nos. 6211 and 6327

Gentlemen,

We are herewith returning to you the signed Price Agreement No. 4, and the signed request for Grade Changes and Additional Grade Excavation, with the following stipulations:

Our request of 35 days on extension of Contract 6211 be granted without penalty to us.

That the same request be granted on our Contract No. 6327 an additional 35 days, due to the conditions as outlined on extension of above Contract No. 6211.

The above all based on verbal conversation with the proper authorities of the Oregon State Highway Department.

Very truly yours,
ROGERS CONSTRUCTION CO.

Chas R. McInroe

encl.

RECEIVED
AUG 6 1964
OFFICE ENGINEERING
DIVISION

Form A-169—6M-

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Mitchell Point - Hood River Date July 14, 19 64

Highway Columbia River Contract No. 6211

County Hood River Prefix 64-1053

Contractor Rogers Construction Co. F. A. Project No. I-80N-2(29)56 & I-80N-3(32)61

Address 11760 N. E. Glisan St. Portland, Oregon Price Agreement No. 4 5

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept paymet at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish additional Base Rock

Locations by station numbers:

Various

Names of pay items, estimated quantities and agreed prices:

Coarse Crushed Material in Base	27,500 Tons at $ 1.25 =	$ 34,375.00
3/4 - Inch 0 Material in Base	19,300 Tons at $ 1.25 =	$ 24,125.00
		$ 58,500.00

See attached letter for additional conditions.

Specifications, basis of measurement and other provisions:

This is to cover over-run of contract quantities at contract unit price.

Standard specifications to apply.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer

Project authorization	$ 896,806.86
Present estimate of project cost, including $58,500.00 ... for work under this order	$ 967,000.00
Expected ~~under-run~~ over-run (amount)	$ 70,193.14
Expected ~~under-run~~ over-run (per cent)	7.8%

Space to right of this line is for use of Salem Office

Submitted by: Glenn A. Stanley Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Signed Contractor

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer

State Printing 3682

RECEIVED
AUG 24 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

LLOYD P. SHAW

Project Name MARKS CREEK - FIELDS CREEK Date August 7th, 1964

Highway John Day Contract No. 6327

County Grant Prefix 12-1039

Contractor Rogers Construction Co. F. A. Project No. F - 92 (5)

Address 11760 NE Glisan Street, Portland, Oregon Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and Install 6 inch Perforated Drain Pipe (metal)

Location by station numbers:

Station 708+60 to 719+60
Station 731+50 to 734+00

Estimate of quantities and cost:

Materials	$4,000.00
Equipment	900.00
Labor	600.00
Contractors Alowance 15%	825.00
	$6,325.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Maximum equipment rates allowable as per AGC, State Agreement. Percentage allowed Contractor in accordance with executed contract for this project. Standard Specifications Section 2, Division 24 to apply. This work necessary after cut areas excavated and anticipated wet areas appeared. This work was allowed for in the amount of $1,500.00 in the Original Contract Authorization, as an anticipated item. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 716,036.63	
Present estimate of project cost, including $ 6,325.00 for work under this order	$ 716.036.63	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ H. M. Stump
Resident Engineer

Approval Recommended: /s/ A. F. Parson
Division E...

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing original copy to Young
8-24-64

RECEIVED
JUL 30 1964

477 Cottage Street, N. E.
Salem, Oregon 97301

July 27, 1964

08-35-DA

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Seeding and Mulching
Marks Creek - Fields Creek Section of the John Day Highway - F-92(5)

Reference is made to your letter dated July 24, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

original To Young
with attach.
7-30-64

RECEIVED
LLOYD P. SHAW

RECEIVED
JUL 27 1964

July 24, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., S.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 224-238, covering seeding and mulching on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, Contract No. 6347, in connection with Federal Aid Project No. F-92(5).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by a separate contract.

Your approval of this order on a unit cost basis under the provisions of FPM 21-6.3 is requested.

The total estimated amount of the order is $5,100.00, with Federal participation of $3,060.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

GHS:mb
Enc.

RECEIVED
JUL 20 1964
54677

FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1964

To: Mr. W. T. Wright
Right of Way Engineer

BUILDING

SUBJECT: Marks Creek-Fields Creek Section
Contract No. 6327
John Day Highway

Herewith "Authorization to Negotiate for Right of Way" on File No. 37093, Gerold G. van der Vlugt et al, on subject project.

It is desired to either purchase this property or acquire an easement for same. Purpose is to eliminate an irrigation ditch which is threatening to cause a slide. Removal of possible slide and other corrective work is estimated to cost considerably more than purchase of right of way.

See copy of a letter from H. S. Coulter, Assistant Division Engineer at LaGrande, for further details.

F. D. Morgan
Construction Engineer

FDM:bjm
Attachment

cc: L. P. Shaw
A. F. Parson

FORM E-00 2004 12-60 24678

CONSTRUCTION DIVISION
RECEIVED
JUN 25 1964
DIVISION OF ACCTS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 23, 1964

SUBJECT: Marks Creek-Fields Creek
John Day 1Highway
Contract 6327
Slide correction

To:

Mr. F. D. Morgan
Construction Engineer
Salem

As you know, we have experienced a slide on the northeasterly side of the highway in the vicinity of station 745 on the subject section. We are submitting herewith a sketch map, vicinity map, ditch alignment sketch and cross sections of this slide area.

It is our recommendation that the State of Oregon acquire all rights to this irrigation ditch throughout the area where seepage from this ditch could cause aggravation of this slide thereby eliminating at least the major source of the moisture that is acting as the lubricant throughout this movement of earth. As pointed out in the resident engineer's letter of transmittal, copy of which is attached, the farmer has indicated that he would be willing to sell all rights to this ditch for about $10,000. This $10,000 is about what the immediate corrective measures would cost in lining this ditch to prevent further seepage, however, there would always be the subsequent threat of settlement of the ditch lining and the resulting maintenance expense to say nothing of the danger of the presence of water above the slide being a source of potential lubrication. If we can prevent water being in this ditch now and in the future, we believe that the removal of materials as shown in green on the plotted cross sections from a bench above the roadway should eliminate maintenance on this slide for some time in the future. The material removed from this bench can readily be used in either slope flattening to the east or to avoid side borrow of materials to make our road west of the slide area.

We are asking our local right of way supervisor to obtain an appraisal of the damage to the Wise property resulting from the elimination of this section of ditch as well as the acquisition by the State of a permanent easement through this area which would permit the State of Oregon to take any necessary corrective measures in the future on this slide as well as eliminate any future damage claim from the property owner because of any settlement or slippage. We would propose to leave the right of way fence in its existing position and allow the farmer to use the property for any use other than cultivation or the construction of irrigation ditches. A sketch map depicting the area to be included in this easement will be forwarded within a few days.

This problem was discussed briefly with Mr. Lowell Jensen, Area Engineer for the B.P.R. who agreed with this office that the best solution to our problem would be the elimination of the ditch which is at least the major source of the moisture causing this disturbance.

Mr. F. D. Morgan June 23, 1964

In addition to the removal of the bench we believe that the existing ditch should be filled and the ground contoured so that it would not form a trap for any surface water which could subsequently aggravate the slide.

May we have your concurrence in our proposal.

A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

HSC:dj
Attachment

cc: K. A. Chatwood

RECEIVED
JUN 30 1964
FOR FILE

FORM E-30X—50M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1964

SUBJECT: Access for Wise (R/W File 35526)
Marks Creek-Fields Creek Section
John Day Highway
Contract No. 6327

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

We have considered your recommendation for an access for the Wise Livestock Co. (contract purchaser from van der Vlugt) at Station 683+25. Due to the high fill for the highway at this location, and the location of the guardrail along the south side of the road, this access will create a definite hazard to traffic on the road. A driver from the east cannot see a cow coming onto the road until she is clear of the guardrail, and at the rate of speed which will be normally driven on this section, this is too late.

An alternate solution was tried at about Station 671, but a crossing at this point would be obscured by the curve and rock cut to the west, and would, therefore, be as objectionable as your proposal. The only other possible solution we have come up with is the installation of a cattle pass, probably a 78" metal pipe. This type of installation would have to be made at the expense of the property owner since we have concluded our right of way negotiations with this owner, and we feel that we have discharged all our obligations under the Right of Way Agreement.

Your sketch maps and information sheets are returned herewith.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: L. P. Shaw
W. T. Wright

RECEIVED
JUL 20 1964
FOR FILING

Form F 735-54

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Monks Creek - Fields Creek ..... Date June 22, 1964

Highway John Day ..... Contract No. 6827

County Grant ..... Prefix 12-1099

Contractor Rogers Construction Co. ..... F. A. Project No. F-92(5)

Address 11760 N. E. Glisan Street, Portland, Oregon ..... Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct Cattle Trails

Location by station numbers:

Station 609+00 to 612+00

Estimate of quantities and cost:

Labor	$ 180.00
Equipment	120.00
Materials	-
Contractor's Allowance 15%	45.00
	$ 345.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra w... Maximum Equipment Rates allowable as per AGC, State Agreement. Percentage allowed Contractor in accordance with executed contract for this project. Construction of cattle trails are necessary due to States obligations in File No. 35522. This was not allowed in the Original Document Authorization as an anticipated item. This work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer, and one to the resident engineer.

Project authorization	$ 716,036.60
Present estimate of project cost, including $ 345.00 for work under this order	$ 716,036.60
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Submitted by: H. N. Stump
Resident Engineer

Approval Recommended: /s/ F. D. Lo...
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Asst Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Assistant State Highway Engineer
Office Engineer

State Printing Original to Young 7-14-64

RECEIVED
APR 27 1964
FOR FILING

FORM E-30X—30M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1964

SUBJECT: Access and Gates
Marks Creek-Fields Creek Section
John Day Highway
Contract No. 6327

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

The proposal to make all gates on this project of the same type has been considered in this office and discussed with the Bureau of Public Roads. We agree that all gates should be of the same type. The Bureau of Public Roads will not participate in the additional cost of metal gates where they were not specified on the plans.

Please write a Price Agreement to cover the installation of the additional metal gates as required.

Your proposal to construct an access at Station 684 Rt. has been investigated and it appears that there is a 16-foot difference in elevation between the highway and the river. Are you sure you have the right station for this one?

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED by G. L. DECKER

G. L. Decker
Assistant Construction Engineer

CHB:bjm

cc: L. P. Shaw

RECEIVED
APR 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1964
FOR FILING

W. T. Wright

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 25, 1964

SUBJECT: File 35532 - Younger
Flat Cr.-Fields Cr. Section
John Day Highway
Grant County

To: Mr. Walter T. Wright
Right of Way Engineer
Oregon State Highway Dept.
Salem, Oregon

Attention: Mr. L.A. Holt

NOTED
D. H. MOEHRING

Find attached a letter from Alfred Shirley, Jr., Assistant Division Engineer, in regard to the prune trees on the John Day Highway. According to Mr. Shirley, the Highway Department is to blame for allowing the contractor to cut these trees down and, in his opinion, should be obligated to pay for the trees.

Referring to J.R. Campbell's letter of March 10th (see copies attached in which they state that they would not accept the sum of $100.00 and that they expect treble damages) perhaps Mr. Rohde or Mr. Lindas should review this matter and indicate what they think is the best method of settlement. If we are liable, is the State obligated to pay treble damages in this case?

We will wait to hear from you.

K.A. CHATWOOD
District Supervisor

NOTED
W. T. WRIGHT

KAC:vm
Enclosure

Refused Campbell's ltr. to Rohde for sig. on 3/26/64 - LAH

RECEIVED
MAR 26 1964
RIGHT OF WAY

REC'D FOR FILING
MAR 27 1964

NOTED
D. H. M[illegible] G
L. A. Holt

LRW LAG 142 3-16-64 2/17PM

L A HOLT

FILE 35532 OSEXXX OSTER

WE ARE WAITING FOR A DETERMINATIO N BY THE DIVISION ENGINEER AS TO THE STATES RESPONSIBILITY IN RE TO THE TRESPASS. ALSO ANOTHER LETTER FROM ATTY CAMPBELL WAS RECEIVED AND FORWARDED TO YOU LAST FRIDAY.

K A CHATWOOD
VM

(2)

)4.

NOTED
W. T. WRIGHT

REC'D FOR FILING
MAR 17 1964

(1)

.LGM

LAG LRW 77 3-16-64 1:07PM

NOTED
L. A. Holt

K. A. CHATWOOD

ARE YOU FORWARDING A REPORT CONCERNING ALLEGED TRESPASS ON FILE 35532-OSTER?

L. A. HOLT

JG

)4.

NOTED
D. H. MCELRING

REC'D FOR FILING
MAR 17 1964

NOTED
W. T. WRIGHT

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

La Grande, Oregon
March 12, 1964

NOTED
L. A. Holt

RECEIVED
MAR 13 1964
R/W DEPT.

Yokom and Campbell
Ogilbee Building
John Day, Oregon

NOTED
D. H. MOSHRING

NOTED
W. T. WRIGHT

File 35532

Dear Mr. Campbell:

Thank you for your letter of March 10, 1964, regarding six (6) prune trees belonging to your client, L.E. Oster.

I have asked for a legal opinion as to responsibility for the alleged removal of these trees and will be contacting you as soon as I am in receipt of same.

Sincerely yours,

LOUIS D. HILLARY
Right of Way Agent

LDH:vm

cc: Mr. L.I. Lindas
Mr. Walter T. Wright
Mr. A.F. Parson

35532

ORVAL O. YOKOM
J. R. CAMPBELL

LAW OFFICES
YOKOM AND CAMPBELL
OGILVIE BUILDING
JOHN DAY, OREGON

PHONE 95

March 10, 1964

RECEIVED
MAR 11 1964
RIGHT OF WAY OFFICE
LA GRANDE, OREGON

David Hillary
P. O. Box 850
La Grande, Oregon

Dear Mr. Hillary:

We have visited with L. E. Oster concerning the six prune trees which were destroyed by highway construction on the Dayville-Mt. Vernon project.

Mr. Oster will not accept the sum of $100.

We are thinking an action against the contractor who removed the trees under ORS 105.810 which reads as follows:

> "Treble damages for injury to or removal of produce, trees or shrubs. Except as provided in ORS 477.310, whenever any person, without lawful authority, wilfully injures or severs from the land of another any produce thereof or cuts down, girdles or otherwise injures or carries off any tree, timber or shrub on the land of another person, or of the state, county, United States or any public corporation, or on the street or highway in front of any person's house, or in any village, town or city lot, or cultivated grounds, or on the common or public grounds of any village, town or city, or on the street or highway in front thereof, in an action by such person, village, town, city, the United States, state, county or public corporation, against the person committing such trespasses if judgment is given for the plaintiff, it shall be given for treble the amount of damages claimed, or assessed for the trespass. In any such action, upon plaintiff's proof of his ownership of the premises and the commission by the defendant of any of the acts mentioned in this section, it is prima facie evidence that the acts were committed by the defendant wilfully, intentionally and without plaintiff's consent."

Very truly yours,

YOKOM & CAMPBELL

By: J. R. Campbell

JRC/ca

COMMUNICATION BY TELEPHONE

NOTED
D. H. M[illegible], G

Received call from [illegible] Date 3/7/64

Made call to _____ File No. [illegible]

Re: [illegible] Name [illegible]

[illegible]

DEC'D FOR FILING
MAR 10 1964

[illegible]
Signature

NOTED
W. T. WRIGHT

35532

FORM E-30X 80M 3-63 49000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1964

SUBJECT:

To:

Mr. K. A. Chatwood
Right of Way Supervisor
State Highway Department
Post Office Box 850
La Grande, Oregon

Attached is correspondence concerning the alleged removal of six prune trees belonging to Mr. L. E. Oster on the John Day Highway between Dayville and Mt. Vernon.

Our records do not show an acquisition from anyone by the name of Oster. I would suggest that you contact Attorney Yokom and make a determination of our obligation in this matter.

D. H. MOEHRING
Assistant Right of Way Engineer

DHM:gc
Attachments
cc - Lloyd P. Shaw
L. I. Lindas

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
February 21, 1964

Mr. W. T. Wright
Right of Way Engineer
B u i l d i n g

Attached is a copy of a letter from Yokom and Campbell, who apparently represent L. E. Oster, owner of property lying between Dayville and Mt. Vernon. The attorney states that through some error, six prune trees were removed from Mr. Oster's property during our construction.

Will you please have someone check into this matter and take whatever action seems necessary. Also, please advise me of the action taken.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

ORVAL D. YOKOM
J. R. CAMPBELL

LAW OFFICES
YOKOM AND CAMPBELL
OGILVIE BUILDING
JOHN DAY, OREGON

PHONE 95

February 18, 1964

RECEIVED
Forest Supervisor

Oregon State Highway Commission
Salem
Oregon

Re: L. E. Oster
Dayville, Oregon

Gentlemen:

In connection with the re-building of the John Day Highway, U. S. 26, between Dayville and Mt. Vernon, Oregon, your engineer made a mistake and took out six prune trees belonging to our client, L. E. Oster,

We would like to discuss this matter with your right of way representative at your earliest convenience.

Yours very truly,

YOKOM & CAMPBELL

By: Orval D. Yokom
Orval D. Yokom

ODY/ca

RECEIVED
FEB 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 21 1964
FOR FILING

February 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 274 covering the revision of construction identification signs on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, Contract No. 6327 in connection with Federal-Aid Project No. F-92(5).

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do the work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $30.00 with Federal participation of $18.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWTier
Enclosures

RECEIVED
FEB 11 1964
FOR FILING

February 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering access gates on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, Contract No. 6327 in connection with Federal-Aid Project No. F-92(5).

These gateways are necessary to satisfy right of way obligations.

This work was verbally approved by the BPR District Engineer January 17, 1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

CT:mb
Enc.

RECEIVED

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FOR FILING

PROJECT REPORT NO.

8

FOR ...-2 (REV. ...61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Grant

PROJECT NO.: F-92(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 Flat Cr. to Fields Cr.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	11-2-61	5.65
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	5.698
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 720,795.00	$ 432,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd J. Stewart

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By: L. R. Bucklund, Administrative Mgr.

Date executed by Division Engineer January 23, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 49447-P61

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

REQUIRED NONDISCRIMINATION PROVISION FOR INCLUSION IN THE FEDERAL-AID PROJECT AGREEMENT BETWEEN THE STATE HIGHWAY DEPARTMENT AND THE BUREAU OF PUBLIC ROADS

THE STATE HIGHWAY DEPARTMENT HEREBY AGREES THAT IT WILL INCORPORATE OR CAUSE TO BE INCORPORATED INTO ANY CONTRACT FOR CONSTRUCTION WORK, OR MODIFICATION THEREOF, AS DEFINED IN THE RULES AND REGULATIONS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, WHICH IS PAID FOR IN WHOLE OR IN PART WITH FUNDS OBTAINED FROM THE FEDERAL GOVERNMENT OR BORROWED ON THE CREDIT OF THE FEDERAL GOVERNMENT PURSUANT TO A GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, OR UNDERTAKEN PURSUANT TO ANY FEDERAL PROGRAM INVOLVING SUCH GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, THE FOLLOWING EQUAL OPPORTUNITY CLAUSE:

"DURING THE PERFORMANCE OF THIS CONTRACT, THE CONTRACTOR AGREES AS FOLLOWS:

(1) THE CONTRACTOR WILL NOT DISCRIMINATE AGAINST ANY EMPLOYEE OR APPLICANT FOR EMPLOYMENT BECAUSE OF RACE, CREED, COLOR OR NATIONAL ORIGIN. THE CONTRACTOR WILL TAKE AFFIRMATIVE ACTION TO ENSURE THAT APPLICANTS ARE EMPLOYED, AND THAT EMPLOYEES ARE TREATED DURING EMPLOYMENT WITHOUT REGARD TO THEIR RACE, CREED, COLOR OR NATIONAL ORIGIN. SUCH ACTION SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING: EMPLOYMENT, UPGRADING, DEMOTION OR TRANSFER; RECRUITMENT OR RECRUITMENT ADVERTISING; LAYOFF OR TERMINATION; RATES OF PAY OR OTHER FORMS OF COMPENSATION; AND SELECTION FOR TRAINING, INCLUDING APPRENTICESHIP. THE CONTRACTOR AGREES TO POST IN CONSPICUOUS PLACES, AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT, NOTICES TO BE PROVIDED SETTING FORTH THE PROVISIONS OF THIS NONDISCRIMINATION CLAUSE.

(2) THE CONTRACTOR WILL, IN ALL SOLICITATIONS OR ADVERTISEMENTS FOR EMPLOYEES PLACED BY OR ON BEHALF OF THE CONTRACTOR, STATE THAT ALL QUALIFIED APPLICANTS WILL RECEIVE CONSIDERATION FOR EMPLOYMENT WITHOUT REGARD TO RACE, CREED, COLOR OR NATIONAL ORIGIN.

(3) THE CONTRACTOR WILL SEND TO EACH LABOR UNION OR REPRESENTATIVE OF WORKERS WITH WHICH HE HAS A COLLECTIVE BARGAINING AGREEMENT OR OTHER CONTRACT OR UNDERSTANDING, A NOTICE TO BE PROVIDED ADVISING THE SAID LABOR UNION OR WORKERS' REPRESENTATIVE OF THE CONTRACTOR'S COMMITMENTS UNDER THIS SECTION, AND SHALL POST COPIES OF THE NOTICE IN CONSPICUOUS PLACES AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT.

(4) THE CONTRACTOR WILL COMPLY WITH ALL PROVISIONS OF EXECUTIVE ORDER NO. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND OF THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY CREATED THEREBY.

(5) THE CONTRACTOR WILL FURNISH ALL INFORMATION AND REPORTS REQUIRED BY EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER NO. 11114 OF JUNE 22, 1963, AND BY THE RULES, REGULATIONS AND ORDERS OF THE SAID COMMITTEE, OR PURSUANT THERETO, AND WILL PERMIT ACCESS TO HIS BOOKS, RECORDS AND ACCOUNTS BY THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE FOR PURPOSES OF INVESTIGATION TO ASCERTAIN COMPLIANCE WITH SUCH RULES, REGULATIONS AND ORDERS.

(6) IN THE EVENT OF THE CONTRACTOR'S NONCOMPLIANCE WITH THE NONDISCRIMINATION CLAUSES OF THIS CONTRACT OR WITH ANY OF THE SAID RULES, REGULATIONS OR ORDERS, THIS CONTRACT MAY BE CANCELLED, TERMINATED OR SUSPENDED IN WHOLE OR IN PART AND THE CONTRACTOR MAY BE DECLARED INELIGIBLE FOR FURTHER GOVERNMENT CONTRACTS OR FEDERALLY ASSISTED CONSTRUCTION CONTRACTS IN ACCORDANCE WITH PROCEDURES AUTHORIZED IN EXECUTIVE ORDER NO. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND SUCH OTHER SANCTIONS MAY BE IMPOSED AND REMEDIES INVOKED AS PROVIDED IN THE SAID EXECUTIVE ORDER OR BY RULE, REGULATION OR ORDER OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, OR AS OTHERWISE PROVIDED BY LAW.

(7) THE CONTRACTOR WILL INCLUDE THE PROVISIONS OF PARAGRAPHS (1) THROUGH (7) IN EVERY SUBCONTRACT OR PURCHASE ORDER UNLESS EXEMPTED BY RULES, REGULATIONS OR ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY ISSUED PURSUANT TO SECTION 303 OF EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, SO THAT SUCH PROVISIONS WILL BE BINDING UPON EACH SUBCONTRACTOR OR VENDOR. THE CONTRACTOR WILL TAKE SUCH ACTION WITH RESPECT TO ANY SUBCONTRACT OR PURCHASE ORDER AS THE BUREAU OF PUBLIC ROADS MAY DIRECT AS A MEANS OF ENFORCING SUCH PROVISIONS, INCLUDING SANCTIONS FOR NONCOMPLIANCE: PROVIDED, HOWEVER, THAT IN THE EVENT A CONTRACTOR BECOMES INVOLVED IN, OR IS THREATENED WITH, LITIGATION WITH A SUBCONTRACTOR OR VENDOR AS A RESULT OF SUCH DIRECTION BY THE BUREAU, THE CONTRACTOR MAY REQUEST THE UNITED STATES TO ENTER INTO SUCH LITIGATION TO PROTECT THE INTERESTS OF THE UNITED STATES."

THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL BE BOUND BY THE ABOVE EQUAL OPPORTUNITY CLAUSE IN ANY FEDERALLY ASSISTED CONSTRUCTION WORK WHICH IT PERFORMS ITSELF OTHER THAN THROUGH THE PERMANENT WORK FORCE DIRECTLY EMPLOYED BY AN AGENCY OF GOVERNMENT.

THE STATE HIGHWAY DEPARTMENT AGREES THAT IT WILL COOPERATE ACTIVELY WITH THE BUREAU OF PUBLIC ROADS AND THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY IN OBTAINING THE COMPLIANCE OF CONTRACTORS AND SUBCONTRACTORS WITH THE EQUAL OPPORTUNITY CLAUSE AND THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE COMMITTEE, THAT IT WILL FURNISH THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE SUCH INFORMATION AS THEY MAY REQUIRE FOR THE SUPERVISION OF SUCH COMPLIANCE, AND THAT IT WILL OTHERWISE ASSIST THE BUREAU OF PUBLIC ROADS IN THE DISCHARGE OF THE BUREAU'S PRIMARY RESPONSIBILITY FOR SECURING COMPLIANCE. THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL REFRAIN FROM ENTERING INTO ANY CONTRACT OR CONTRACT MODIFICATION SUBJECT TO EXECUTIVE ORDER 11114 WITH A CONTRACTOR DEBARRED FROM, OR WHO HAS NOT DEMONSTRATED ELIGIBILITY FOR, GOVERNMENT CONTRACTS AND FEDERALLY ASSISTED CONSTRUCTION CONTRACTS PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925 AND WILL CARRY OUT SUCH SANCTIONS AND PENALTIES FOR VIOLATION OF THE EQUAL OPPORTUNITY CLAUSE AS MAY BE IMPOSED UPON CONTRACTORS AND SUBCONTRACTORS BY THE BUREAU OF PUBLIC ROADS OR THE COMMITTEE PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925. IN ADDITION, THE STATE HIGHWAY DEPARTMENT AGREES THAT IF IT FAILS OR REFUSES TO COMPLY WITH THESE UNDERTAKINGS THE BUREAU OF PUBLIC ROADS MAY CANCEL, TERMINATE OR SUSPEND IN WHOLE OR IN PART THIS GRANT (CONTRACT, LOAN, INSURANCE, GUARANTEE), MAY REFRAIN FROM EXTENDING ANY FURTHER ASSISTANCE UNDER ANY OF ITS PROGRAMS SUBJECT TO EXECUTIVE ORDER 11114 UNTIL SATISFACTORY ASSURANCE OF FUTURE COMPLIANCE HAS BEEN RECEIVED FROM SUCH STATE HIGHWAY DEPARTMENT, OR MAY REFER THE CASE TO THE DEPARTMENT OF JUSTICE FOR APPROPRIATE LEGAL PROCEEDINGS.

Oregon State Highway Department

Federal Aid
Project No. F-92(5)

MAPES CREEK-F ELDS CREEK SECTION OF THE
JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 17, 1963

Type Code P.E. Preliminary Engineering	All Required		$ 27,000.00
Type Code 6202 Roadway (Sta. 578+00 to Sta. 880+00) (Contract 6327)			
Clearing and Grubbing	All Required		$ 23,000.00
Drainage Excavation, Unclassified	2,900 cu.yds.	$ 3.00	8,700.00
General Excavation, Unclassified	305,500 cu.yds.	0.50	152,750.00
Extra Rock Channel Protection Material	4,100 cu.yds.	0.50	2,050.00
Short Overhaul	837,500 yd.sta.	0.01	8,375.00
Long Overhaul	39,700 C-yd.sta.	0.35	13,895.00
Finishing Roadbed and Slopes	5.67 miles	500.00	2,835.00
Rounding Cutbanks	11,600 lin.ft.	0.20	2,320.00
12-inch Culvert Pipe (Concrete or Uncoated Metal)	1,700 lin.ft.	2.50	4,250.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	430 lin.ft.	3.60	1,548.00
24-inch Culvert Pipe (Concrete or Uncoated Metal)	320 lin.ft.	5.30	1,696.00
36-inch Culvert Pipe (Concrete or Uncoated Metal)	240 lin.ft.	9.00	2,160.00
60-inch Culvert Pipe (Concrete or Uncoated Metal)	90 lin.ft.	27.00	2,430.00
24-inch Culvert Pipe (Concrete or Uncoated Metal) Sta. 673+70	94 lin.ft.	5.50	517.00
18-inch Corrugated Metal Pipe	70 lin.ft.	3.60	252.00
24-inch Corrugated Metal Pipe	74 lin.ft.	4.50	333.00
18-inch Corrugated Steel Pipe	12 lin.ft.	5.00	60.00
36-inch Corrugated Steel Pipe	150 lin.ft.	9.00	1,350.00
22-inch Arch-Type Corrugated Metal Pipe	74 lin.ft.	4.50	333.00
29-inch Arch-Type Corrugated Metal Pipe	200 lin.ft.	6.50	1,300.00
43-inch Arch-Type Corrugated Metal Pipe	44 lin.ft.	12.00	528.00
50-inch Arch-Type Corrugated Metal Pipe	44 lin.ft.	14.00	616.00
Salvaging and Reinstalling Culvert Pipe	150 lin.ft.	3.00	450.00
18-inch Culvert End Sections	14 only	30.00	420.00

24-inch Culvert End Sections	10 only	$ 45.00	$ 450.00
36-inch Culvert End Sections	12 only	110.00	1,320.00
22-inch Arch-Type Culvert End Sections	2 only	30.00	60.00
29-inch Arch-Type Culvert End Sections	2 only	40.00	80.00
Concrete Inlets, Type D	1 only	200.00	200.00
Concrete in Miscellaneous Structure	120 cu.yd.	90.00	10,800.00
Metal Reinforcement in Miscellaneous Structure	16,900 lb.	0.15	2,535.00
Metal Guard Rail	4,250 lin.ft.	2.60	11,050.00
Type 2 Barricade	270 lin.ft.	2.50	675.00
Rail End Pieces	24 only	5.00	120.00
Salvage and Reinstall Guard Rail	250 lin.ft.	1.50	375.00
Guard Rail-Salvaged Barricade	270 lin.ft.	1.00	270.00
Guide Posts, W-1	240 only	6.50	1,560.00
Type 2 Fence	2,300 rod	6.75	15,525.00
16' x 48" Metal Gates	36 only	75.00	2,700.00
Salvage and Reinstall Gates	1 only	50.00	50.00
16' Timber Cattle Guards	1 only	600.00	600.00
Coarse Crushed Material in Base	72,800 ton	1.35	98,280.00
3/4" - 0 Material in Base	16,700 ton	1.35	22,545.00
Sprinkling	3,200 M-gal.	2.00	6,400.00
SS-1 Asphalt in Sprinkling	800 gal.	0.40	320.00
Preparation of Base	5.67 mile	200.00	1,134.00
3/4" - 0 Material in Binder Course	500 cu.yd.	3.00	1,500.00
MC-250 Asphalt	78 ton	50.00	3,900.00
Asphaltic Concrete Mixture	23,300 ton	4.10	95,530.00
Asphalt in Mixture	1,280 ton	37.00	47,360.00
Extra for Paving Approaches	60 only	30.00	1,800.00
			$559,307.00
Flagging (57% of Contractor's Cost)	All Required		$ 5,000.00
Seeding and Mulching	All Required		5,500.00
Signing	All Required		200.00
Move Cattle Guards	All Required		200.00
Furnish and Install 8" Perforated Drain Pipe (600')	All Required		1,500.00
			$ 12,400.00
	Subtotal		$571,707.00
	10% Engr. & Cont.		57,170.00
	Total		$628,877.00

Type Code 4081
John Day River Bridge (Br. #0694) (Sta. 849+72 to Sta. 851+54.01) (Contract 6327)

Remove Old Bridge and Maintain Traffic	All Required	$ 7,500.00
Shoring, Cribbing, etc.	All Required	5,000.00

Structural Excavation	280 cu.yd.	$ 4.00	$ 1,120.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Class "A" Concrete (236 cu.yd.)	All Required		22,000.00
60'-65' Type III Prestressed Beams	4 only	1400.00	5,600.00
85'-90' Type IV Prestressed Beams	4 only	2500.00	10,000.00
Metal Reinforcement (43,900 lb.)	All Required		7,000.00
	Subtotal		$ 59,020.00
	10% Engr. & Cont.		5,902.00
	Total		$ 64,922.00

Length of Roadway - - - - - - - - - - 5.669 Miles
Length of 1 Structure - - - - - - - - 0.029 Mile
Total Length- - - - - - - - - - - - - 5.698 Miles
Cost of Roadway Per Mile- - - - - - - $110,932.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,000.00	$ 16,000.00	$ 11,000.00
Roadway	628,877.00	396,000.00	232,877.00
Structure	64,922.00	40,000.00	24,922.00
	$720,799.00	$452,000.00	$268,799.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

WORK RETAINED IN P.S. & E. STATE

Description	Total Cost	Federal Funds	State Funds
Roadway			
Work by Calif.-Pacific Utilities Co.	$3,850.00	$2,400.00	$1,450.00
Work by Oregon Tel. Co.	1,100.00	600.00	500.00
	$4,950.00	$3,000.00	$1,950.00

Oregon State Highway Department

Federal-Aid
Project No. F-92(5)

MARNS CREEK-FIELDS CREEK SECTION OF THE

JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon July 30, 1963

Type Code P.E.			
Preliminary Engineering	All Req.		$ 27,000.00
Type Code 6202			
Roadway (Sta. 578+00 to Sta. 880+00)			
Clearing and Grubbing	All Req.		$ 20,000.00
Drainage Excavation, Unclassified	2,900 cu.yds.	$ 3.00	8,700.00
General Excavation, Unclassified	305,500 cu.yds.	0.65	198,575.00
Extra Rock Channel Protection Material	4,100 cu.yds.	1.50	6,150.00
Short Overhaul	837,500 yd.stas.	0.01	8,375.00
Long Overhaul	39,700 C-yd.stas.	0.40	15,880.00
Finishing Roadbed and Slopes	5.67 miles	1,000.00	5,670.00
Rounding Cutbanks	11,600 lin.ft.	0.20	2,320.00
12-inch Culvert Pipe (Concrete or Uncoated Metal)	1,700 lin.ft.	3.75	6,375.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	430 lin.ft.	5.00	2,150.00
24-inch Culvert Pipe (Concrete or Uncoated Metal)	320 lin.ft.	7.50	2,400.00
36-inch Culvert Pipe (Concrete or Uncoated Metal)	240 lin.ft.	14.50	3,480.00
60-inch Culvert Pipe (Concrete or Uncoated Metal)	90 lin.ft.	32.00	2,880.00
24-inch Culvert Pipe (Concrete or Uncoated Metal) Sta. 673+70	94 lin.ft.	7.50	705.00
18-inch Corrugated Metal Pipe	70 lin.ft.	5.00	350.00
24-inch Corrugated Metal Pipe	74 lin.ft.	7.50	555.00
18-inch Corrugated Steel Pipe	12 lin.ft.	5.00	60.00
36-inch Corrugated Steel Pipe	150 lin.ft.	14.50	2,175.00
22-inch Arch Type Corrugated Metal Pipe	74 lin.ft.	5.50	407.00
29-inch Arch Type Corrugated Metal Pipe	200 lin.ft.	9.00	1,800.00

43-inch Arch Type Corrugated Metal Pipe	44	lin.ft.	$ 16.50	$ 726.00
50-inch Arch Type Corrugated Metal Pipe	44	lin.ft.	24.00	1,056.00
Salvaging and Reinstalling Culvert Pipe	150	lin.ft.	3.50	525.00
18-inch Culvert End Sections	14	only	50.00	700.00
24-inch Culvert End Sections	10	only	65.00	650.00
36-inch Culvert End Sections	12	only	150.00	1,800.00
22-inch Arch Type Culvert End Sections	2	only	50.00	100.00
29-inch Arch Type Culvert End Sections	2	only	65.00	130.00
Concrete Inlets, Type D	1	only	150.00	150.00
Concrete in Miscellaneous Structure	120	cu.yds.	70.00	8,400.00
Metal Reinforcement in Miscellaneous Structure	16,900	lbs.	0.15	2,535.00
Metal Guard Rail	4,250	lin.ft.	2.50	10,625.00
Type 2 Barricade	270	lin.ft.	4.50	1,215.00
Rail End Pieces	24	only	5.00	120.00
Salvage and Reinstall Guard Rail	250	lin.ft.	1.75	437.50
Guard Rail - Salvaged Barricade	270	lin.ft.	1.50	405.00
Guide Posts, W-1	240	only	7.25	1,740.00
Type 2 Fence	2,300	rods	7.00	16,100.00
16' x 48" Metal Gates	36	only	100.00	3,600.00
Salvage and Reinstall Gates	1	only	25.00	25.00
16' Timber Cattle Guards	1	only	1,000.00	1,000.00
Coarse Crushed Material in Base	72,800	tons	1.50	109,200.00
3/4"-0 Material in Base	16,700	tons	1.60	26,720.00
Sprinkling	3,200	M-gals.	3.00	9,600.00
SS-1 Asphalt in Sprinkling	800	gals.	0.35	280.00
Preparation of Base	5.67	miles	400.00	2,268.00
3/4"-0 Material in Binder Course	500	cu.yds.	4.00	2,000.00
MC-250 Asphalt	78	tons	50.00	3,900.00
Asphaltic Concrete Mixture	23,300	tons	4.50	104,850.00
Asphalt in Mixture	1,280	tons	38.00	48,640.00
Extra for Paving Approaches	60	only	30.00	1,800.00
				$650,304.50
Flagging (57½% of Contractor's Cost)	All Req.			$ 5,000.00
Seeding and Mulching	All Req.			5,500.00
Signing	All Req.			200.00
Salvage Indian Paintings	All Req.			1,000.00
Move Cattle Guards	All Req.			200.00
Furnish and Install 8" Perforated Drain Pipe (600')	All Req.			1,500.00
				$ 13,400.00

Utilities			
Work by California-Pacific Utilities Co.	All Req.		$ 3,500.00
Work by Oregon Telphone Co.	All Req.		1,000.00
			$ 4,500.00
	Subtotal		$668,204.50
	10% Engr. & Cont.		66,819.50
	Total		$735,024.00

Type Code X081
John Day River Bridge (Br. #989 A) (Sta. 840+72 to Sta. 851+24.01)

Remove Old Bridge and Maintain Traffic	All Req.		$ 12,000.00
Shoring, Cribbing, Etc.	All Req.		4,000.00
Structural Excavation	280 cu.yds.	$ 6.00	1,680.00
Structural Excavation Below Elevation Shown	40 cu.yds.	10.00	400.00
Class A Concrete (236 cu.yds. $100.00)	All Req.		23,600.00
60'-65' Type III Prestressed Beams	4 only	1,300.00	5,200.00
85'-90' Type IV Prestressed Beams	4 only	2,700.00	10,800.00
Metal Reinforcement (43,900 lbs. $0.15)	All Req.		6,585.00
	Subtotal		$ 64,265.00
	10% Engr. & Cont.		6,426.00
	Total		$ 70,691.00

Length of Roadway . . . . . 5.669 miles
Length of 1 Structure . . . . . 0.029 mile
Total Length . . . . . 5.698 miles
Cost of Roadway Per Mile. $129,656.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 27,000.00	$ 16,000.00	$ 11,000.00
Roadway	735,024.00	463,000.00	272,024.00
Structure	70,691.00	44,000.00	26,691.00
	$832,715.00	$523,000.00	$309,715.00

MARKS CREEK-FIELLS CREEK SECTION

PROJECT F-92(5)

Prestressed Beam Quantities

60'-65' Beams

Overhead			$ 100.00
Class AA Concrete	9.3 cu.yds	$80.00	744.00
Reinforcement	843 lbs.	0.12	101.16
Prestress Steel	858 lbs.	0.40	343.20
			$1,288.00

85'-90' Beams

Overhead			$ 125.00
Class AA Concrete	19.1 cu.yds.	$80.00	1,528.00
Reinforcement	1,319 lbs.	0.12	158.28
Prestress Steel	2,090 lbs.	0.40	836.00
			$2,647.28

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 3, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Extra Work Order No. 3
RE: Salvage of Indian Paintings
Marks Creek-Fields Creek Section
John Day Highway
Project No. F-92(5)

We have contacted the Director of the Museum at the University of Oregon, Eugene, and are informed that they are not interested in acquiring the paintings. They have a rather complete set of photographs furnished by the Highway Commission, and do not care to have the actual paintings.

We therefore will cancel Extra Work Order No. 3 and not attempt to salvage the paintings.

Very truly yours,

F. D. Morgan
Construction Engineer

By L. J. Barber

D. J. Barber
Assistant Construction Engineer

CHB:fp
cc Lloyd Shaw
L. H. Young
A. F. Parson
M. M. Stump

FORM CD-171-(9-22-56)
(PRES. BY A.G. 324-10)

UNITED STATES GO RNMENT

Memorandum

U. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

109

SHAW

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 17, 1963

FROM : A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

CONSTRUCTION DIVISION
OCT 30 1963

SUBJECT: Oregon Project F-92(5)
Salvage of Indian Paintings
Extra Work Order No. 3

On your submission of Extra Work Order No. 3, dated September 17, 1963, may we presume that the estimated cost does not include transporting the artifacts from the site? If this is not the case, please send us a new Extra Work Order separating the cost of salvage from the cost of transporting and relocating. Only the cost of salvage and "protecting and preserving during removal at the site" is eligible for Federal participation.

Our records do not show which, if any, State or Federal authorities on the study and preservation of historical objects were notified of the existence and intent of removal of the artifacts as required by PPM 20-7. Will you please include this information in your reply.

We are withholding action on Extra Work Order No. 3 and your PR-9 pending your reply to the above.

RETURNED TO
Parsons
By Construction Engineer

$1000

RECEIVED
OCT 18 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Morgan

Shaw states that will forget matter.
B.

P. Barbo
attorney

RECEIVED
DEC 2 - 1963
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 27, 1963

California Pacific Utilities Company
2003 - 1st Avenue
Baker, Oregon

ATTENTION: Mr. O. D. Lanning

Re: Power Line Adjustments
Marks Creek-Fields Creek Section
John Day Highway - Grant County
Project No. F-92(5) - Contract No. 6327

Gentlemen:

We are in receipt of Mr. H. Gleed's letter to our Mr. Stump dated November 19, 1963, concerning the location of power poles on this section.

In our recent telephone conference of October 8, 1963, involving you and several representatives of the State the advantages of determining the percent of reimbursability using only poles in conflict was discussed, and it was agreed to apply that method on this project, as stated in our teletype dated October 8, 1963. It was also agreed, due to the indeterminate nature of the original right of way as it existed prior to construction of your power line, to accept existing right of way fences as original right of way lines. Near Station 754 we made an exception to this rule and considered the pole located 55' left of Station 754+45 as being on private property, although it is within the existing right of way fence. The extreme distance between the paved road now in use and the pole made this seem reasonable. However, in the case of poles located near Stations 805 and 807+80, respectively, the situation is different. Here the existing right of way, as defined by the fences, is less than 80' wide and the poles are clearly inside the right of way fences. Mr. Gleed points out the poles could have just as well been placed on the other side of the fence and were, in fact, placed in their present location for the convenience of alignment. This, in essence, is the condition throughout this section and reimbursability should be decided as stated in our teletype of October 8, 1963.

We believe the conditions, as outlined in our teletype dated October 8, 1963, and Mr. Hershberger's letters of November 8 and November 14, 1963, are the most equitable method of handling this adjustment. If you agree, please notify us and we will forward your estimate and sketch to the Bureau of Public Roads for formal approval.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: California Pacific Utilities Company
Burns, Oregon 97720
ATTN: Mr. H. Gleed

L. P. Shaw
L. H. Young
C. H. Maison
A. F. Parson
M. M. Stump
J. W. Valentine

RECEIVED
NOV 2 2 1963

FOR [illegible]

November 21, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4, covering the placing of large boulders in channel changes on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, Contract No. 6327, in connection with Federal-Aid Project No. F-92(5).

This work is necessary for protection and refuge for fish, where the channel of the John Day River is changed due to highway construction. This work is shown on the plans and is covered in the special provisions.

This work was verbally approved by the BPR District Engineer October 28, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

DBP:ia

RECEIVED
NOV 2 2 1963
FOR FILING

November 21, 1963

Mrs. Nellie Jacoby
Post Office Box 297
Mount Vernon, Oregon

Dear Mrs. Jacoby:

This is in reply to your letter of November 10 in which complaint is made of the Rogers Construction Company's activities in your area.

I am advised that you have been contacted by Mr. Stump, Resident Engineer for the State, who has taken action to have the matters to which you objected corrected.

I believe you will find Mr. Stump most cooperative and suggest that in the event other problems arise on this project, you contact him. This will permit more prompt action than is possible by mail.

We appreciate your calling to our attention the problems which arose, and the very nice letter you wrote. Please feel free to contact us any time at either the field office or at Salem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper

FORM E-30 50M 9-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 18, 1963

SUBJECT: Assignment 200-LPS
Nellie Jacoby Complaint
Mt. Vernon

To: Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Reply is made to your assignment regarding a complaint received from Nellie Jacoby about the dust condition adjacent to her property in the vicinity of Mt. Vernon, Oregon.

Resident Engineer Stump has contacted Mrs. Jacoby. The ditch problem was caused by leaves plugging the fish screen resulting in no flow in the ditch, so contractor assumed that water had been turned off. Water now flowing and contractor will keep ditch clean. Also, contractor has been instructed to watch the dust nuisance. Mr. Jacoby will contact Mr. Stump hereafter if any unusual problems show up.

I believe this takes care of this assignment.

F. D. Morgan
Construction Engineer

FDM:fp

Attach.

NOTED
LLOYD P. SHAW

RECEIVED
NOV 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Nellie Jacoby
P.O. Box 297
Mt. Vernon, Ariz.

PLEASE RETURN TO
LLOYD P. SHAW

Mt Vernon, Ar.
Nov. 10, 1963

Dear Sir

I am writing you because I don't know who else to write to.

The Rogers Construction Company who is building the bridge by our house & they have their detour on our property wont even try to do two little things we have asked.

One thing is they wont keep the detour watered so I have to take my clothes to John Day which is 18 miles from here to wash them. It is so dusty that it doesn't do any good to clean my house. I can't wash my clothes and hang them on the line because they get so dirty while they are still wet that it just doesn't do any good.

The other thing is we told them we had to have

water in our little ditch
to keep our pasture wet
and that is the only way
our cow can get a drink.
They let the ditch get so
full of rocks and board ends
that the water wont run +
I have to clean it out.
I am getting very disgusted.
Thank you

Nellie Jacoby

RECEIVED
NOV 21 1963
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

November 19, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By G. R. Brooks
District Engineer

Oregon Project F-92(5)
Marks Creek-Fields Creek Section
Oregon Telephone Co. Utility Adjustment

Our memorandum dated August 5, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 12, 1963, furnished prior to award of contract for the physical construction, as now modified, and the above-mentioned utility's letter dated October 8, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated November 4, 1963. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is approved.

The above-mentioned P.S. & E. memorandum authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were authorized to proceed with actual adjustments for the above-mentioned utility effective October 11, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
cc Litchfield
11-21-63

NOTED
LLOYD P. SHAW

RECEIVED
NOV 14 1963
FOR FILING

November 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, to cover moving cattle guard on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, Contract No. 6327 in connection with Federal-Aid Project No. F-92(5).

This work is necessary to salvage and reinstall cattle guard, this was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
NOV 6 1963
FOR

COMMISSIONERS
CHESTER L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oregon Telephone Company Relocation
Marks Creek-Fields Creek Section
John Day Highway - Grant County
Project No. F-92(5)
Contract No. 6327

Dear Sir:

Attached you will find ~~three~~ two copies of the estimate and sketch maps for telephone line relocation on this section.

This deviates from the Staff Attorney's letter dated August 12, 1963, by the addition of one reimbursable pole located at Station 661+40. Two poles near Stations 771+20 and 776+15 have anchors which will conflict with construction of a drainage ditch. All of the above poles are located on private property and were found after the project had been staked.

The estimate has been divided into two sections. Section I includes all the relocations involving toll lines. Section II consists of local circuits.

In Section I, as explained in the company's attached letter of October 8, 1963, there are two poles, No. 163 and 20, which are non-reimbursable. The relocation of these poles will be relatively inexpensive as compared to the reimbursable ones which will be relocated in rough rocky terrain. The company requests reimbursement on a unit cost basis. We agree this is the most desirable method under these circumstances.

Prior commitment and necessary Fall work will make it impractical for the company to do this work with their own forces. They request permission to do this relocation by the contract method as Mr. Damon explains more fully in his aforementioned letter of October 8, 1963.

NOTED
LLOYD P. SHAW

This matter was discussed by Messrs. Preston and Dec and advance approval of the use of contract method, reimbursement on a unit cost basis and authorization to proceed with the work was obtained, effective October 11, 1963.

Your formal approval of the estimate and sketches, use of the contract method, and authorization to proceed with the work as of October 11, 1963, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachments

cc: L. P. Shaw
C. H. Maison
L. H. Young
J. W. Valentine

NOV 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 17, 1963

08-35.4-DA

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div Engineer

Oregon Project F-92(5)
Salvage of Indian Paintings
Extra Work Order No. 3

On your submission of Extra Work Order No. 3, dated September 17, 1963, may we presume that the estimated cost does not include transporting the artifacts from the site? If this is not the case, please send us a new Extra Work Order separating the cost of salvage from the cost of transporting and relocating. Only the cost of salvage and "protecting and preserving during removal at the site" is eligible for Federal participation.

Our records do not show which, if any, State or Federal authorities on the study and preservation of historical objects were notified of the existence and intent of removal of the artifacts as required by PPM 20-7. Will you please include this information in your reply.

We are withholding action on Extra Work Order No. 3 and your PR-9 pending your reply to the above.

original To Young
10-29-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 3 1963
FOR FILING

October 2, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, Contract No. 6327 in connection with Federal-Aid Project No. F-92(5).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
OCT 2 1963
FOR FILING

October 1, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering salvage of Indian paintings on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, Contract No. 6327 in connection with Federal-Aid Project No. F-92(5).

This work is an anticipated item of the contract. Funds are included under additional anticipated items.

This work was verbally approved by the BPR District Engineer, September 25, 1963. Your approval of the Order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb

Enc.

RECEIVED
SEP 26 1963
FOR FILING

September 25, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Marks Creek-Fields Creek Section of the John Day Highway in Grant County, Contract Number 6327, in connection with Federal-Aid Project No. F-92(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:bb
Enc.

RECEIVED
SEP 5 1963
FOR FILING

6327

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 29, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-92(5)
Marks Creek-Fields Creek Section
Grading, paving and structure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6327 to Rogers Construction Co. of Portland, Oregon, low bidder in the amount of $618,327.00 at the August 27, 1963 bid opening.

Mr. Litchfield's August 26, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our August 5, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
cc Litchfield
9-5-63

NOTED
LLOYD P. SHAW

FORM E-1

RECEIVED
AUG 30 1963
COMMISSIONERS

FOR FILING
E-92 (S)
(-7

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 29, 1963

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6127 for the following project:

Grading, paving and structure on the Marks Creek-Fields Creek Section of John Day Highway in Grant County.

This award was based on your low bid of $618,327.00 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 15 1963
FOR FILING

MEMBERS OF THE AUTHORITY
HAROLD WENDEL, CHAIRMAN, PORTLAND
DR. RICHARD H. WILCOX, PORTLAND
CHRIS L. WHEELER, SALEM
HERMAN P. MEIERJURGEN, BEAVERTON
B. A. McPHILLIPS, McMINNVILLE
EDWARD C. HARMS, JR., SPRINGFIELD
JOHN P. AMACHER, WINCHESTER
CURTISS M. EVERTS, SECRETARY
PORTLAND

STATE OF OREGON
OREGON STATE SANITARY AUTHORITY
A DIVISION OF THE OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND 1

MAILING ADDRESS:
P. O. BOX 231
PORTLAND 7, OREGON
TELEPHONE:
226-2161

August 13, 1963

Oregon State Highway Department
Highway Building
Salem, Oregon

Gentlemen:

We have had an opportunity to review the plans and specifications for the following proposed highway projects:

1. Corvallis-Newport, West Unit, Coast Range Summit, Grading and paving.

2. John Day, Marks Creek-Fields Creek Section, Grading, Paving and Structure.

It would not appear that a serious stream pollution potential exists at either of these proposed locations.

These plans and specifications are being returned to you. We thank you for the opportunity of reviewing these documents.

Very truly yours,

Joseph A. Jensen
Assistant Sanitary Engineer

JA:lb

encl.

cc: H. M. Patterson
cc: H. W. Merryman

RECEIVED
AUG 13 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 5, 1963

By:

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project F-92(5)
Marks Creek-Fields Creek Section
Grading, paving & structure

P. S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Young's July 24, 1963 request for approval of an individual project program change adding the construction phase to the preliminary engineering phase. You are authorized to proceed with preparatory work for utility adjustments and advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and relocation advisory assistance was not necessary as indicated in Mr. Wright's July 30, 1963 letter except for 10 parcels on which negotiations are in progress or condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to award. Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

The mere showing of the dotted line in the typical sections indicating a future 1-½" asphaltic concrete wearing surface shall not be construed as being an agreement or documentation of project records as to the ultimate pavement structure design which will be eligible for Federal-aid participation.

NOTED
LLOYD P. SHAW

For the prestressing reinforcement on the Moore's Ranch Bridge, the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved for this specific project.

original To Young with attach.
cc Gifford
8-13-63

Your August 1, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

RECEIVED
AUG 2 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND
FLOYD QUERY, Secretary
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 30, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Right of Way Status
Marks Creek-Field Creek Section
John Day Highway

Dear Sir:

Right of way or rights of entry have been obtained, except for the following files:

File No. 35522	Sproul	$ 925
File No. 35523	Stewart	150
File No. 35529	Herburger	530
File No. 35530	Rickman	200
File No. 35535	Barr	100
File No. 35538	Barry	75
File No. 35539	Lippert	50
File No. 35829	Shields	135
File No. 35830	Moore, K.	65
File No. 35540	Moore, RR	85
	TOTAL	$2315

Options, rights of entry, or filings in condemnation will be obtained on the above files prior to award of the contract.

The report of the Area Engineer that ten land owners have formed a group and will be represented by Attorney Kilpatrick of John Day we believe to be exaggerated. We have been notified officially that Mr. Kilpatrick, to date, represents only one owner—Mr. Rufus Moore, File No. 35540.

Negotiations on the ten outstanding files cited leads us to conclude that owner resistance is inspired by contentions that additional right of way is not necessary for the project, and by a general climate of animosity in the area.

At the time of our Right of Way Agent's followup of the legal letter of offer, we will once again explain the nature of the construction as it affects each owner, and invite an examination of the construction plan.

No improvements lie within the right of way on this project; consequently, there have been no relocations, and the right of way will be made available for the immediate use and occupancy by the contractor.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:LAH:SM
cc: Forrest Cooper
Lloyd Shaw
L. H. Young
L. I. Lindas
C. H. Maison

RECEIVED
JUL 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1963
FOR FILING

Salem, Oregon
July 30, 1963

Mr. L. H. Young
Office Engineer

BUILDING

On this date I signed the plans for the "Marks Creek-Fields Creek" Section of the John Day Highway, which is to be advertised on August 6. It is noted that until quite recently this project was known as the "Flat Creek-Fields Creek" Section. It had been carried by this name for several years and had become generally known by this name. A cursory examination of a map would indicate that Flat Creek is just as good a terminal as Marks Creek and my question is why at the last minute was it necessary to change a common designation for a project.

This has been a perplexing and troublesome matter for years and I was personally never able to completely solve it, but I ask that you do the best you can.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Lloyd P. Shaw

RECEIVED
JUL 2 - 1963
FOR FILING

July 1, 1963

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland 1, Oregon

Dear Sir:

Enclosed are seven sheets of plans for Marks Creek - Field Creek Section of the John Day Highway covering proposed work on channel changes in the John Day River and the construction of a 12 x 8 concrete box culvert in Cummings Creek, tributary to the river.

The channel changes are to be constructed with a "V" bottom with boulders to provide fish refuges and the culvert will have baffles in the invert of standard design.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

FH:pal

Encls.

RECEIVED
APR 3 - 1963
FOR FILING

F-1715
6.3.07

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
April 3, 1963

SUBJECT: Access Points
Flat Creek-Field Creek Section
John Day River Highway

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

O F F I C E

Attached is a tabulated sheet listing the access points which we plan to allow the various adjacent owners on the above Project. Attached also is a Right of Way map upon which is shown the location of each of these access points.

The points of access have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property. All points of access have been approved by Division Engineer Asburry.

It is recommended that this line be appraised and negotiated on the basis as listed on the attached sheets.

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

LAH:mk

Attachments

cc: L. I. Lindas

original To Wright
with map
4-3-63

Flat Creek-Field Creek Section
John Day River Highway

Name	Station	Side of Highway	Width
State of Oregon	584+40	Northerly	25 ft.
Steward	589+00	Southerly	25 ft.
Sproul	592+80	Northerly	35 ft.
	603+56	Northerly	35 ft.
Weaver	640+50	Southerly	25 ft.
Fields	643+50	Northerly	25 ft.
Wise	654+00	Northerly	25 ft.
	661+12	Northerly	25 ft.
	684+10	Northerly	25 ft.
	671+10	Southerly	25 ft.
	704+35	Northerly	25 ft.
	712+48	Northerly	25 ft.
	727+05	Southerly	25 ft.
	726+20	Northerly	25 ft.
	751+90	Northerly	25 ft.
	751+90	Southerly	
	755+80	Northerly	40 ft.
Valada	763+95	Northerly	25 ft.
Goodman	764+75	Southerly	25 ft.
Ore. State Hwy. Dept.	765+50	Southerly	25 ft.
Cummings	766+05	Northerly	25 ft.
	772+10	Northerly	25 ft.
	772+33	Southerly	25 ft.
Herberger	778+40	Northerly	25 ft.
	778+40	Southerly	25 ft.
	783+75	Southerly	25 ft.
	806+38	Southerly	25 ft.
	806+50	Northerly	25 ft.
	808+30	Northerly	35 ft.
	810+00	Southerly	35 ft.
	813+50	Southerly & Northerly	25 ft.
	814+50	Northerly	25 ft.
	815+50	Northerly	25 ft.
Rickman	789+70	Northerly	25 ft.
	789+85	Southerly	25 ft.
	792+41	Northerly	25 ft.

Name	Station	Side of Highway	Width
Vancil	796+31	Northerly	25 ft.
Younger	829+08	Northerly	25 ft.
	829+08	Southerly	25 ft.
	835+00	Southerly	25 ft.
Clark	836+45	Northerly	25 ft.
	846+00	Northerly	35 ft.
	854+30	Northerly	25 ft.
	857+30	Northerly	35 ft.
	857+30	Southerly	25 ft.
	861+40	Southerly	25 ft.
Asher	842+65	Southerly	25 ft.
Jacoby	847+00	Southerly	25 ft.
Barr °	854+00	Southerly	35 ft.
Overton	867+95	Southerly	25 ft.
Barry	861+60	Northerly	25 ft.
	867+95	Northerly	25 ft.
Lippert	868+30	Northerly	25 ft.
Moore	876+80	Southerly	25 ft.
	876+90	Northerly	25 ft.

APPROVED:

Lloyd P. Shaw

Lloyd P. Shaw

RECEIVED
APR 10 1963
FOR FILING

F-92 (5)

477 Cottage Street N.E.
Salem, Oregon

April 1, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dee,
Engineering Coordinator

Oregon PE Project F-92(5)
Flat Creek - Fields Creek Section, Grant County

We are in receipt of copies of your Survey Approval Map, Drawing number 1R-5-1653, on the captioned project, dated February 1963.

We herein approve the 5.9 miles of location as shown, effective this date. The proposed typical section appears satisfactory for the projected estimated traffic of 900 in 1980.

RECEIVED
APR 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
cc Morgan

NOTED
LLOYD P. SHAW

3.b

Surveys on Agenda for ... Commission ...

1.	Bowers Slough Section	Albany-Corvallis Highway
2.	Alsea Mountain Section	Alsea Highway
3.	West Unit-Coast Range Summit Section	Corvallis-Newport Highway
4.	Riley South Section	Lakeview-Burns Hig...
5.	Flat Creek-Fields Creek Section	John Day Highway
6.	Hogan Creek-Selma Section	Redwood Highway
7.	Corvallis-Orleans Section	Corvallis-Lebanon Highway

3/14/63

Estimates on Cost of Agenda Item 3 K.

(1)	Bowers Slough	350,000
(2)	Alsea Mth	1,450,000
(3)	Coast Range Summit	1,250,000
(4)	Riley South	350 000
(5)	Flat Cr.-Fields Cr.	890 000
* (6)	Deer Cr. Unit	610 000
* (7)	Willamette R. Br. Sec	650,000
		$ 5,550,000

* Different length than program item

RECEIVED
MAR 12 1963
FOR FILING

March 11, 1963

Oregon State Highway Commission

Gentlemen:

The survey on the Flat Creek-Fields Creek Section of the John Day Highway has been completed. No public hearing is required.

This section is 5.89 miles. You have previously programmed $890,000 in Program B for this work. I am attaching a map for your information.

I recommend your approval of the survey and request authority to purchase the necessary rights of way.

This matter will be on the agenda for the March 14 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

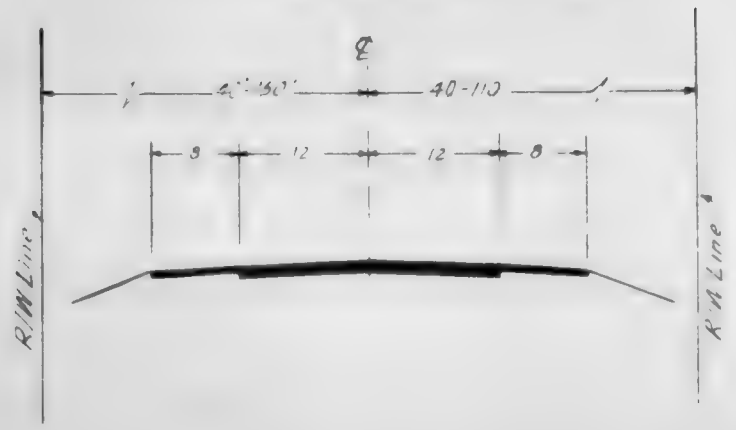
Attach.

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. M. Maison
Walter T. Wright

DJB:jd hlb



TYPICAL SECTION



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date: MAR 11 1963

Public Hearing — None required

System Action

County — None required

State Highway Commission — None required

Bureau of Public Roads — None required

Throughway Resolution — None required

Access Control — Limited

1R-5-1653



APPROVED

Y STATE HIGHWAY ENGINEER

MAR 1 1 1963

ate: _____

ng — None required

ion

— None required

ghway Commission None required

of Public Roads None required

Resolution — None required

rol — Limited

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

FLAT CR. - FIELDS CR. SECTION

JOHN DAY HIGHWAY

GRANT COUNTY

Scale: 1" = 1 Mile

Feb., 1963

DRG. NO. 1R-5-1653

For details see Drg. No. 8B-28-3 March, 1963

RECEIVED
FEB 18 1963
FOR FILING

FORM E-30 50M 5-62 43906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1963

SUBJECT:

To: MEMO TO FILE

On this date, Mr. Homer Damon, Mr. Joe Cahill, and Mr. Hollis Owens were in the office inquiring about when they could expect highway improvement work to be undertaken in the John Day vicinity. They were informed that two projects on approved programs, namely, the John Day River-Ochoco Junction Section and the Flat Creek-Fields Creek Section, both on the John Day Highway, in Grant County would be undertaken probably some time this fall. I attempted to make clear to these gentlemen that program scheduling this far in advance was not a definite and certain matter but that the Highway Commission had placed both of these projects on approved programs and they would be undertaken when financing was available.

They stated that they would probably request an audience before the Highway Commission at its next meeting but would make their wishes known in writing in the next few days. Mr. Owens talked to Mr. Sipprell relative to truck size limitations on the John Day Highway.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

S-262(7) Saddle Butte-Diamond Jct. Sec., 1963
Frenchglen Hwy. (Grad. & Cil.)

#6328

STATE COPY

RECEIVED
JUN 22 1965
FOR FILING

Monthly transaction number

Project report number
11

PR-2A (7) U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

State
Oregon

County
Harney

Project number
S-262(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 13, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 416,169.00

Revised Federal funds $ 262,590.22

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of June, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kabe

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By: T. Doc, Engineering Coordinator

USCOMM-DC 8120-P63

RECEIVED
SEP 25 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FOR FILING 92

PROJECT REPORT NO.

6

FORM R-2 (REV. 8-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9/12/63

STATE Oregon

COUNTY Harney

PROJECT NO. S-262(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 7 Mi. S. of Narrows South

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	7-22-61	11.802
RIGHTS-OF-WAY		
CONSTRUCTION	7-24-61	11.802
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 375,192.00	$ 235,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Department
(Official name of Highway Department)

By Lloyd L. Shaw

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

L.R. Backlund

By: L. R. Backlund, Admin. Manager

Date executed by Division Engineer 9-13-63

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

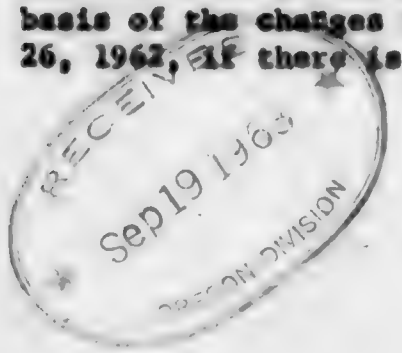
10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the changes set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.



Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid Secondary
Project No. S-262(7)

SADDLE BUTTE-DIAMOND JUNCTION SECTION OF
THE FREMONT HIGHWAY IN HARNEY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 6, 1963

Type Code P.E. Preliminary Engineering	All Required			15,000.00
Type Code 5231 Roadway (Sta. 336+50 to Sta. 1024+00) (Contract 6328)				
	All Required			$ 7,500.00
Moving Costs	680	hours	$ 15.00	10,200.00
Blade Grader	680	hours	27.00	18,360.00
Tractor, Dozer and Hydraulic Ripper	1,360	hours	22.00	29,920.00
Scraper	140	hours	3.50	490.00
Air Compressor	140	hours	7.00	980.00
Jackhammer	11,000	lbs.	0.55	6,050.00
Explosives	150	cu.yds.	3.00	450.00
Drainage Excavation, Unclassified				
12-inch Culvert Pipe (Concrete or Uncoated Metal)	140	lin.ft.	2.80	392.00
18-inch Culvert Pipe (Concrete or Uncoated Metal)	250	lin.ft.	4.00	1,000.00
24-inch Culvert Pipe (Concrete or Uncoated Metal)	80	lin.ft.	6.00	480.00
36-inch Culvert Pipe (Concrete or Uncoated Metal)	80	lin.ft.	10.50	840.00
Guide Posts, M-1	350	emly	8.00	2,800.00
Selected Cinder Topping	91,500	sq.yds.	0.80	73,200.00
3/4"-0 Material in Leveling Course	15,700	cu.yds.	3.00	47,100.00
Sprinkling	3,000	M-gal.	3.00	9,000.00
Preparation of Base	11.80	miles	250.00	2,950.00
3/4"-0 Material in Binder Course	1,700	cu.yds.	3.60	6,120.00
Furnishing and Placing Aggregates	10,760	cu.yds.	3.60	38,736.00
MC-250 Asphalt	260	tons	53.00	13,780.00
120-150 Asphalt	800	tons	51.00	40,800.00
RS-1 Asphalt	225	tons	52.00	11,700.00
Extra for Oiling Approaches	20	emly	50.00	1,000.00
				$323,648.00

Oregon State Highway Department

Federal Aid Secondary
Project No. S-262(7)

Flagging (97½% of Contractor's Cost)	All Required	$ 1,000.00
Adjustment of Fences	All Required	2,000.00
Signing	All Required	200.00
		$ 3,200.00
Utilities		
Work by Harney Electric Coop.	All Required	$ 400.00
	Subtotal	$327,448.00
	10% Engr. & Cont.	32,744.00
	Total	$360,192.00

Length of Roadway . . . . . 11.892 miles
Cost of Roadway Per Mile. $30,528.04

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 9,000.00	$ 6,000.00
Roadway	360,192.00	226,000.00	134,192.00
	$375,192.00	$235,000.00	$140,192.00

State Funds for Const.: Chap. 175, laws 1917; Chap 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

FORM E-20X—50M—10-62 46823

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 23, 1963

To:

Mr. L. H. Young
Office Engineer
BUILDING

Attention: Mr. V. G. O'Neil

SUBJECT: Preliminary Estimate of Utility Costs
Saddle Butte-Diamond Jct. Section
Frenchglen Highway
Harney County

The preliminary estimates for the cost of adjusting utilities on this project are as follows:

(1) Harney Electric Cooperative $400

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp

cc J. W. Nash

RECEIVED
JUL 24 1963
OFF. ENGINEERING

RECEIVED
OCT 27 1964
FOR FILING

October 27, 1964

Les Schwab Tire Center
5757 South 6th Street
Klamath Falls, Oregon

Attention: Mr. Richard K. Turner
Manager

Gentlemen:

This is in reply to your letter of October 22 concerning your claim which was filed with the Secretary of State on May 28, 1964, against Don Greene and Don Greene Construction, Inc., for truck tires and tubes in the amount of $571.58.

Our records indicate this to be in connection with the Don Greene and Don Greene Construction, Inc., Contract No. 6328 for grading and oiling Saddle Butte-Diamond Junction Section of the Frenchglen Highway in Harney County. This contract was accepted by the Highway Commission on August 17, 1964.

You may institute an action on the contractor's bond in the circuit court of this state or the federal district court of this district.

It is possible that you might wish to consult your attorney pertaining to this matter and also contact the Glens Falls Insurance Company, surety on the contract, prior to taking legal action.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH: fkn

LES SCHWAB TIRE CENTER

5757 South 6th St. Phone 882-6623

KLAMATH FALLS, OREGON

October 22, 1964

LES SCHWAB WHSE., INC.
Prineville, Oregon

LES SCHWAB PROD. CENTER
Prineville, Oregon

LES SCHWAB TIRE CENTER
Prineville, Oregon

LES SCHWAB TIRE CENTER
Redmond, Oregon

LES SCHWAB TIRE CENTER
Bend, Oregon

LES SCHWAB TIRE CENTER
Madras, Oregon

LES SCHWAB TIRE CENTER
John Day, Oregon

LES SCHWAB TIRE CENTER
Hood River, Oregon

LES SCHWAB TIRE CENTER
The Dalles, Oregon

ART ROBINSON SERVICE
Fossil, Oregon

BOB CANNON SERVICE
Mitchell, Oregon

LES SCHWAB TIRE'D ACRES
Post, Oregon

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

With reference to your letter of July 28th regarding our claim against Don Greene and Don Greene Construction, Inc. on Contract No. 6328 for truck tires and tubes in the amount of $571.58.

Please advise if this project has been accepted by the State and if so, date of said acceptance. ✓

In reference to "Bonds; Actions on Bond", ORS 279.536, it would appear we must file action on the contractors bond in order to satisfy our claim.

Please advise if we can file in our local courts and if not, what district would handle this matter. ✓

Your help with this problem will be appreciated.

Very truly yours,

Richard K. Turner
Manager

hmc

Ok please reply
FG

RECEIVED
OCT 23 1964
OREGON
STATE HIGHWAY COMMISSION

Since 1913 - The Chief Name in Tires

NOTED
C. W. HEAD

RECEIVED
SEP 11 1964
FOR FILING

September 10, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Cahill Bldg., 350 Sansome St.,
San Francisco 4, California

Gentlemen:

On August 19, 1964, we wrote to you concerning release of final payment on contract #6328, awarded to Don Greene & Don Greene Const. Inc., for grading-oiling the Saddle Butte-Diamond Jct. Section of the Fremaglen Secondary Highway in Harney County.

Final payment on this contract is $11,007.90 and the total contract amount is $368,100.19, including $1,237.46 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Dearland Insurance Agency
1980 Fairgrounds Road NE
Salem, Oregon

cc: Don Greene &
Don Greene Const. Inc.,
805 Liberty North
Salem, Oregon

cc: C. H. Maleom
Attn.: John Herr

Date: 4/8/64

Floyd Query
Commission Secretary

A voucher has been prepared to pay Acad

Contract No. 6325, Est. No. 13, Date: 3-31-64, Amt. $ 11,007.96

Contractor [illegible]

Totals to date: Paid to contractor $ 218,100.19

Amount of force account $ 1,938.46

Amount of retained percentage $

Claims Section
Accounting Division

3/64

FORM E-1 (REV 9-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: August 21, 1964
SECTION: Saddle Butte - Diamond Jct.		SECTION PREFIX: 113-1046
HIGHWAY: Frenchglen		COUNTY: Harney
NAME OF JOB: Saddle Butte - Diamond Jct.	KIND OF WORK: Grading & Paving	
CONTRACTOR: Don Breene & Don Greene Const., Inc.	CONTRACT NUMBER: 6328	FEDERAL AID PROJECT NUMBER: S-262(7)
DATE OF CONTRACT: August 29, 1963	DATE WORK STARTED: Sept. 17, 1963	COMPLETION DATE: July 15, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS: 150	WORK DAYS USED: 142
PROJECT AUTHORIZATION $ 395,310.94	ENGINEERING AUTHORIZATION $ 30,000.00	PERCENT OF TIME ELAPSED: 94.7
EXCLUSIVE OF ENGINEERING $ 365,310.94	ENGINEERING COST TO DATE $ 32,147.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 365,310.94	PERCENT OF AUTHORIZATION 107.2 %	
ESTIMATED PERCENT OVERRUN UNDERRUN -0- %	DATE PROJECT WAS COMPLETED: July 15, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L. PROD
100	100	100	----	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	11.8	11.8		11.8	
MILES PARTIALLY COMPLETED					
MILES COMPLETED	11.8	11.8		11.8	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000 hr.	102,200 CY		1,285 ton	
TOTAL QUANTITIES CORRECTED TO DATE	3,729 hr.	108,710.3 CY		1,233.53 ton	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,729 hr.	108,710.3 CY		1,233.53 ton	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

	WEATHER	HOURS DELAY	Workday Chg'd. CAUSE OF DELAY
SUNDAY			
MONDAY			No Work has been completed on this project
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. CHRIS

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity

REMARKS

The Semi-final has been completed for this project, and was submitted to Mr. A.F. Parson, Division Engineer, on Wednesday, August 19, 1964.

Final Report

SIGNED E. S. Thompson

E. S. Thompson, Resident Engineer

ADDRESS 252 So. Date St.

Burns, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
AUG 19 1964

August 17, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed July 15 on Contract No. 6328. The contract was with Don Greene & Don Greene Construction, Inc. and was for grading and oiling on the Saddle Butte-Diamond Junction Section of the Frenchglen Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 17, 1964, and that you concur in this procedure at the Commission meeting on August 27.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

RECEIVED
JUL 29 1964
FOR FILING

July 28, 1964

Les Schwab Tire Center
5757 South 6th Street
Klamath Falls, Oregon

Attention: Mr. Richard K. Turner
Manager

Gentlemen:

This is to acknowledge receipt of your letter of July 20 regarding the status of your claim against Don Greene & Don Greene Construction, Inc., on Contract No. 632b, for truck tires and tubes in the amount of $571.56.

The Glens Falls Insurance Company, through Boorland Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it.

This contract was completed July 15, 1964, but has not yet been accepted by the State Highway Commission.

Your claim was filed with the Secretary of State on May 26, 1964, and assigned his File No. 4078. This action will protect your claim under the bond.

For your information, we are enclosing a copy of the excerpts from the Oregon Laws pertaining to "Bonds; Actions on Bond".

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

LES SCHWAB TIRE CENTER

5757 South 6th St. Phone 882-8623

KLAMATH FALLS, OREGON

July 20, 1964

LES SCHWAB WHSE., INC.
Prineville, Oregon

LES SCHWAB PROD. CENTER
Prineville, Oregon

LES SCHWAB TIRE CENTER
Prineville, Oregon

LES SCHWAB TIRE CENTER
Redmond, Oregon

LES SCHWAB TIRE CENTER
Bend, Oregon

LES SCHWAB TIRE CENTER
Madras, Oregon

LES SCHWAB TIRE CENTER
John Day, Oregon

LES SCHWAB TIRE CENTER
Hood River, Oregon

LES SCHWAB TIRE CENTER
The Dalles, Oregon

ART ROBINSON SERVICE
Fossil, Oregon

BOB CANNON SERVICE
Mitchell, Oregon

LES SCHWAB TIRE'D ACRES
Post, Oregon

State of Oregon
State Highway Department
Salem, Oregon - 97310

ATTN: Floyd Query, Secretary

Dear Sir:

Regarding our claim letter of May 25 against Don Greene and Don Greene Construction Co. with reference to Contract No. 6328, please advise as to the status of this claim todate.

We have your acknowledgement letter of May 27 and have only received an inquiry from the Glens Falls Insurance Company dated June 22.

Any information you have will be appreciated.

Very truly yours,

Richard K. Turner
Manager

hmc

Please reply

RECEIVED
JUL 22 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

Since 1913 - The Chief Name in Tires

RECEIVED
JUL 22 1964
FOR FILING

Salem, Oregon
July 22, 1964

Increase in Project Authorization

E. S. Thompson

Resident Highway Engineer

This is to advise you that at its meeting of July 14, 1964, the Highway Commission approved an increase of $26,930.00 in project authorization on Contract No. 6328, Saddle Butte-Diamond Junction Section of the Frenchglen Highway in Harney County.

The new authorization for construction is $395,309.00. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

DBP:kc

cc: A. F. Parsons

RECEIVED
AUG 12 1964
FOR FILING

July 14, 1964

Don Greene &
Don Greene Const. Inc.,
885 Liberty NE
Salem, Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 14, 1964, considered your request for 10 additional workdays to complete contract #6328 for grading--oiling Saddle Butte-Diamond Jct. Section on the Frenchglen Secondary Highway in Harney County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 10 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: A. F. Parsem
E. S. Thompson
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Moisen

E -320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

#1

Oregon State Highway Commission
Salem, Oregon

Date June 15, 1964

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 140 days to 150 days, within which to complete our Contract No. 6328, without the assessment of liquidated damages. The said contract is described as follows: Saddle Butte–Diamond Junction Section, French Len Highway, Grain and Oiling

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Overrun in contract quantities for items No. 2, No. 3, and No. 4

	Bid	Over	Overrun
Item 2	500	702	41%
Item 3	600	801.75	33.6%
Item 4	1360	1537	13%

Respectfully submitted,

Don Greene and
Don Greene Construction, Inc.
Contractor

By Don Greene
Owner and President

CONSENT OF SURETY

Date June 15, 1964

We, Glens Falls Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl L. Burland
Attorney-in-fact

Earl L. Burland
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6328 Contractor Don Greene Construction, Inc.

Highway Frenchglen

Section Saddle Butte-Diamond Jct.

Kind of Work grading and oiling

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Granted as per attached letter of transmittal.

Recommended for Approval:

Division Engineer

Asst. Construction Engineer or Bridge Engineer

ASSISTANT State Highway Engineer

State Printing 27039

Contract No.	6328
Project designation	S-262(7) State-Federal
Date awarded	August 29, 1963
Work started	September 17, 1964
Per cent completed	70.4 Date
No. of Workdays Allowed	140
No. of Workdays Used	124
No. of Added Workdays Requested	10

FORM E-30 SOM 12-63 64676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1964

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Saddle Butte-Diamond Jct. Section
Frenchglen Highway
Contract No. 6328

Attached is a request for an extension of time from Don Greene, contractor on this project. He is requesting 10 additional workdays because of the additional time required to do the grading work, which was done on an equipment rental basis.

The overrun in blade time, which is the controlling piece of equipment, would justify an extension of at least 18 workdays, so we recommend that the requested 10 days be granted as requested. As of this time, the base has been completed and only the oiling work remains to be done. The completion date is estimated to be July 21, and the contractor still has 11 workdays left after this week, so the project should be completed within the 10 additional days.

We recommend your approval of the requested time extension. A rough draft to the Commission is attached. Since this is a Secondary Project, Bureau of Public Roads concurrence is not required.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: L. H. Young

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Burns, Oregon
June 18, 1964

SUBJECT: Saddle Butte-Diamond Jct. Sec.
Frenchglen Highway
Contract No. 6328

To:
Mr. A. F. Parson
Division Engineer
La Grande

Enclosed herewith is a request for an extension of time to complete subject project.

The request is based on the overrun of equipment hours during grading on items numbers two, three and four.

Our contact specified number of machines to be furnished for each of these items as follows. Two blade graders for item two, two dozers for item three and four scapers of item four.

Using eight hours per shift as an average working day, the overrun item two would amount to 17.6 days, item three would amount to 14.3 days and item four would amount 5.5 days.

Not considering the contract difficulties, while placing cinders, which are not a matter for consideration, the contractor's request for ten addition work days seems to be reasonable and I recommend approval.

E. S. Thompson

E. S. Thompson

Resident Engineer

Don Greene Construction, Inc.
805 Liberty St., N.E.
Salem, Oregon

June 15, 1964

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed is Contractors Request for Increase in Number of Workdays to Complete Construction Contract for Contract No. 6328.

We are requesting ten additional workdays as a result of overrun in the quantities of three contract items. We also used the State designated cinder pit for approximately six weeks but were unable to get production from it and had to find another source.

For these reasons we respectfully request an additional ten days in which to complete the contract.

Yours very truly,

DON GREENE CONSTRUCTION, INC.

Don Greene

President

hg
Encl.

RECEIVED
JUL 2 1964
FOR FILING

July 1, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 1
July 14, 1964 Meeting

Gentlemen:

We have received a request for a time extension from Don Greene Construction, Inc., the contractor on the Saddle Butte-Diamond Junction grading and oiling project on the Frenchglen Highway, Contract No. 6328, in Harney County. The contractor requests an additional 10 workdays because of the additional length of time required to do the grading work.

The grading work on this project was done on an equipment rental basis, and, by using the equipment hours, we can justify more than the requested 10 days. It is expected, however, that the job can be completed within the 10 additional days.

It is recommended, therefore, that the allowable workdays on this project be extended from 140 to 150 days. This matter will be presented to you at the July 14 meeting. This is a Secondary Federal-aid project, so prior approval by the Bureau of Public Roads is not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

RECEIVED
JUN 29 1964
FOR FILING

June 29, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization is anticipated on the Saddle Butte-Diamond Junction grading and oiling project on the Frenchglen Highway in Harney County. This job, Contract No. 6328, is under contract to the joint venture of Don Greene and Don Greene Construction Co., Inc., of Salem.

The original project authorization was $368,379.00. The present estimate of cost is $395,310.94, indicating an overrun of $26,931.94, or 7.31 per cent.

The primary cause of the overrun was the need for additional equipment time on the grading, which was done by equipment rental, because of a large amount of rock excavation near the south end of the project. This also required some additional drilling equipment and a different type of explosives. In addition, an overrun in the amount of sprinkling water was required to obtain compaction of the roadbed.

Your approval of an additional authorization in the amount of $26,930.00 is recommended. This matter will be presented to you at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CHB:bjm bbc

FORM E-30 50M 12-62 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1964

SUBJECT: Overrun of Project Authorization
Saddle Butte-Diamond Jct. Section
Frenchglen Highway
Contract No. 6328

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

Attached is a report from our field engineer on an expected overrun of the project authorization on this contract. The contractor is a joint venture of Don Greene and Don Greene Construction Co., Inc., of Salem.

The original project authorization was for $368,379.00. The present estimate of cost is $395,310.94, indicating an overrun of $26,931.94 or 7.31%.

The primary reason for the overrun is that heavy rock was encountered on the south end of the job and required additional equipment time, additional drilling equipment and a much larger amount of explosives than had been anticipated. Also, a large amount of sprinkling was required to obtain the necessary compaction on the grading and base rock.

We recommend that the Commission be requested to increase the project authorization by $26,930.00. A rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachments

cc: L. H. Young

Form No. E-372—10M—7-55

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Saddle Butte - Diamond Jct. Date June 16, 1964

Highway Frenchglen Contract No. 6328

County Harney Kind of Work Grading & Oiling Contractor Don Greene & Don Greene Constr. Inc.

Contract Amount $ 323,848.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
2 Blade Grader	320	$15.00	$4,800.00
3 Tractor, Dozer, & Hydraulic Ripper	228.75	27.00	6,176.25
4 Scraper	177	22.00	3,894.00
7 Explosive	3,800	0.55	2,090.00
8 Drainage Excavation, Unclassified	126.68	3.00	380.04
10 18-inch Culvert Pipe, Conc. or Uncoated Metal	252	4.00	1,008.00
16 Sprinkling	2,600	3.00	7,800.00
Minor items, unitemized algebraic total			(-)3,248.20
Subtotal			$ 22,900.09
Approved work orders (Price, extra work and state force orders)			$ 20,852.51

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
SFD #1 Adjust Utilities	(-) 21.51
P.A.#1 Furnish Wagon Drill & Compresson	(-) 818.75
P.A.#2 Furnish Labor	(-) 653.20
P.A.#3A Construct type I-5W Fence	54.90
P.A.#5 Furnish Ammonium Nitrate Explosive	795.00
Minor items, unitemized algebraic total	0.00
Subtotal	$ (-) 643.56
Authorization for engineering	$ 26,195.84
Expected over-run or under-run of engineering authorization	$ 3,804.16
Costs not included above (explain)	$
Allowance for future contingencies (2 % of work remaining)	$ 3,353.90
Credits to come from transfers and deductions Maintenance Materials	$ (-) 5,000.00
Present estimate of project cost	$ 395,310.94

Brief Statement of principal causes of over-run:

A last minute revision in alignment at sta 910-950 was made without providing additional equipment hours for the heavier grading work involved. Also no provision was made in contract for heavy drilling equipment.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 368,379.00
Present estimate of project cost	$ 395,310.94
Expected over-run (Amount)	$ 26,931.94
Expected over-run (per cent)	7.31 %

Space to right of this line is for use of Salem office.

Submitted by: E. L. Thompson
Resident Engineer

Confirmed by:
Division Engineer

Noted by: A. L. Perkins
Construction or Bridge Engineer

Noted by:
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUN 1 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6328

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 27, 1964

Les Schwab Tire Center
5757 South 6th Street
Klamath Falls, Oregon

Attention: Mr. Richard K. Turner
Manager

Gentlemen:

This will acknowledge your claim letter of May 25 stating that Don Greene & Don Greene Construction Company owes you $571.58 for truck tires and tubes. You state that this is in reference to Contract No. 6328 with Don Greene & Don Greene Construction, Inc., for grading and oiling the Saddle Butte-Diamond Jct. Section of the Frenchglen Highway in Harney County.

The surety on this project is Glens Falls Insurance Co., through Bourland Insurance Agency, 1980 Fairgrounds Road, Salem. We will advise them that your letter has been received, and we will also send your letter to the Secretary of State for filing.

Please let us know when this claim has been paid so that we may clear our records.

Yours very truly,

NOTED ON CARD
dc

Secretary
OREGON STATE HIGHWAY COMMISSION

cc:
Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Please ackn. receipt of this claim on the enclosed copy of this letter.

Bourland Insurance Agency
1980 Fairgrounds Road, Salem, Ore.

Don Greene & Don Greene Const.,Inc.
905 Liberty N. E.
Salem, Oregon

File # 4078

RECEIVED
MAY 28 1964
OREGON
STATE HIGHWAY COMMISSION

FILED
MAY 2 1964
HOWELL APPLING, JR.
SECRETARY OF STATE

HOWELL APPLING
SECRETARY OF STATE

NOTED
C. W. HEAD

LES SCHWAB WHSE., INC.
Prineville, Oregon

LES SCHWAB PROD. CENTER
Prineville, Oregon

LES SCHWAB TIRE CENTER
Prineville, Oregon

LES SCHWAB TIRE CENTER
Redmond, Oregon

LES SCHWAB TIRE CENTER
Bend, Oregon

LES SCHWAB TIRE CENTER
Madras, Oregon

LES SCHWAB TIRE CENTER
John Day, Oregon

LES SCHWAB TIRE CENTER
Hood River, Oregon

LES SCHWAB TIRE CENTER
The Dalles, Oregon

ART ROBINSON SERVICE
Fossil, Oregon

BOB CANNON SERVICE
Mitchell, Oregon

LES SCHWAB TIRE'D ACRES
Post, Oregon

May 25, 1964

TO OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

Notice is hereby given that the undersigned, Les Schwab Tire Center, 5757 So. 6th, Klamath Falls, Oregon, has a claim for balance due for nine 1000/20 truck tires and nine 1000/20 truck tubes in the sum of $571.58 (Five Hundred Seventy One and 58/100) against the bond taken from Don Green and Don Green Construction Company, 805 Liberty, N. E., Salem, Oregon for the work of Saddle Butte-Diamond Junction, Frenchglen Highway, Harney County, Oregon. Contract No. 6328, Job No. 113-1046, Federal Aid No. S-262(7).

Les Schwab Tire Center

Richard K. Turner
Manager

RKT:hmc

Regarding: James Oswalt
2005 Myrtle St., N. E.
Salem, Oregon

Since 1913 - The Chief Name in Tires

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APR 7 - 1964
FOR FILING

FORM E-30 SOM 12-63 84678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 3, 1964

CONSTRUCTION DIVISION
RECEIVED
APR 1964
NOTED

SUBJECT: Complaint by Contractor's Employee
Saddle Butte-Diamond Jct. Section
Frenchglen Highway
Contract 6328

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Reference is made to your letter of March 26 regarding the subject complaint. This complaint has been investigated by this office and we find the following facts:

Paragraph No. 2 of Mr. Shaw's letter of March 25 states that Mr. Weathers says that when he was a dozer operator on the equipment rental phase of the contract, he had heard no comment in regard to dissatisfaction with his efforts. Mr. L. C. Jones, the inspector on this project, states that he had complained to Mr. Glenn Wickline, the contractor's supervisor, that Weathers was inefficient and unsatisfactory as a dozer operator and in his ripping-back operations between push loading of scrapers. Mr. Weathers did not use the ripper to full efficiency but preferred to spend most of his time behind the blower getting warm. Weathers also was unsatisfactory in pioneering cut slopes and rough finishing. It was recommended to Mr. Wickline that Mr. Weathers only be permitted to operate as a push cat operator and this was done. On March 17, the resident engineer observed that Mr. Weathers, who at this time was on the grid roller, was turning the roller around using the shoulders, ditch, and back slopes on both sides of the roadway in order to accomplish this turn-around operation. This type of operation had been going on and the resident engineer had repeatedly warned the contractor previously that this must stop because the work required to put the shoulders, ditch, and back slopes back into proper shape had to be paid for additionally by the State on the equipment rental basis. On this date the resident engineer stopped Weathers and asked him if the contractor had warned him about this and Weathers admitted he had. The resident engineer immediately attempted to find the contractor but was unable to do so. Later that day, Mr. Weathers stopped the resident engineer and became abusive and accused the resident engineer of picking on him. Weathers was then told that it would be recommended to the contractor that Weathers be replaced. Since that date, Mr. Weathers has not operated the grid roller but has been observed working as a mechanic. The resident engineer made no statement that Weathers would be objectionable as a mechanic. However, under Section 8, "Prosecution and Progress," Standard Specifications, Paragraph 1.8.4, the resident engineer does have this authority.

At no time did Resident Engineer Thompson fire Weathers but has recommended that Weathers be discharged.

Copy to Shaw

April 3, 1964

In Paragraph No. 4 of Mr. Shaw's letter, Mr. Weathers indicates that a blade operator was also involved in Thompson's complaint of Greene's personnel. This is true. Thompson did recommend to the contractor that the blade operator be removed from the project because he was not doing a proper job. Contractor Greene asked Thompson how he could obtain better men and Thompson did recommend to Greene a man by the name of Ray Woolery, who was looking for work and Thompson knew him to be a good operator. Mr. Greene hired Mr. Woolery. Mr. Woolery was on the project one week doing an adequate job of blade operation but quit work for the reason that the contractor did not pay travel time. This week Mr. Woolery has talked to Resident Engineer Thompson on two different occasions, complaining that he still has not received pay for work performed for the contractor, Mr. Greene.

In conclusion, it is the belief of this office that Resident Engineer Thompson's actions are well advised and are within the terms of the contract and the resident engineer's responsibilities.

A. F. Parson
Division Engineer

By Alfred Shirley Jr

Alfred Shirley, Jr.
Assistant Division Engineer

AS:if

cc: Mr. E. S. Thompson

RECEIVED
APR 7 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
March 25, 1964

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Complaint by Contractor's Employee
Saddle Butte-Diamond Junction Section
Frenchglen Highway
Contract No. 6328

Joe Weathers, employee of Don Greene Construction, Inc., has registered a verbal complaint as to the treatment he has received from our Resident Engineer E. S. Thompson on the subject project.

According to Mr. Weathers, he is normally employed by Greene in a variety of capacities; part of the time as an equipment operator and the remainder of the time as a mechanic on the upkeep and repair of equipment. Mr. Weathers stated that as long as the equipment rental part of the contract was underway, he was operating a dozer and he had heard no comment in regard to dissatisfaction with his efforts. Following the equipment rental phase of the project, he was placed on a grid roller towed by a D-20 and due to the width of the roadbed and the turning radius of the combined grid roller and towing equipment, turns were made utilizing the shoulder and ditch areas.

Mr. Weathers stated that Resident Engineer Thompson stopped his operation and informed him that he was discharged as Greene's employee insofar as this project was concerned, beginning at that moment.

Mr. Weathers said that he reported to Greene, who then put him on an assignment repairing some of the equipment. Thompson, observing Weathers still on the project, ordered Greene to refuse Weathers the right to be on the job, whether employed or not. Weathers indicated that another man, a blade operator, was also involved in Thompson's complaint in regard to Greene's personnel. Weathers stated that Greene asked Thompson how he could obtain better men, whereupon, Thompson recommended to Greene that he hire some one known to him (Weathers). This Greene did, but the new employee stayed on the project only a few days.

Weathers stated he would like to have his job back with Greene, not necessarily as an equipment operator, but as a mechanic, and that he doubts that Thompson has any legal right to order Greene to discharge him as he apparently has done.

Please have someone investigate this matter. If there is any need for correction of our employee's thinking in this regard, see that suitable orders are issued. If, on the other hand, Thompson's action seems well-advised, make sufficient record so that any further attempt by Weathers to embarrass the State, can be countered.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

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MAR 20 1964
FOR FILING

Morgan

RECEIVED
CC

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 27, 1964

6328

To:

SUBJECT: Saddle Butte-Diamond Jct. Section
Frenchglen Highway
Documentation of Grading Work

MEMO to the FILES:

L

The review of the inspector's daily diaries of the grading phase of this equipment rental type project was made in the office of resident engineer E. S. Thompson in Burns. It appeared to the writer that a complete and good diary was kept by the inspector assigned to this project, Mr. I. C. Jones. Mr. Jones is a man of many years experience in the maintenance division of the Oregon State Highway Department and has been assigned to similar projects throughout the State in recent years. Mr. Jones' diaries indicate that he has documented therein his instructions to the contractor and that daily operations have been written down reasonably well. Being an equipment rental type project, all of the work performed during the day that was an equipment rental item was indicated in the daily report and each daily report was signed by the contractor's representative, which was agreed to be the basis for payment. Reports indicate that considerable down-time was encountered. In some instances, the down-time on one piece of equipment resulted in down-time for other pieces of equipment on the job. For example, when a push dozer is down then the scraper must be down, thereby resulting in poor progress on the project for the day. Reports indicate that no equipment was used on a rental basis unless, in the judgment of Mr. Jones, this equipment was used effectively and efficiently. Judging from the inspector's daily reports it would seem that if the contractor had taken good preventive maintenance measures, some of this down-time could have been avoided. Apparently no maintenance work was done on any equipment except enough to get the equipment under way again. There are no indications that the contractor or his representative disagreed to the amount of equipment rental time as recorded, to be paid for on the project.

There are some indications in the daily report of contractor inefficiency; for example, one day a laborer showed up on the project to install fencing, but no fencing material was available. The contractor was informed of this and stated that he would get the material as soon as possible. Several days later, fencing material was delivered to the job and no laborer was available. This would appear to be poor coordination on the part of the contractor's efforts.

There are no indications in the inspector's daily diary of excessive, or any, cross-hauling or rehandling of earth materials to construct the subgrade. There is some crosshaul, of course, due to the saving of the finer materials for finishing purposes.

cc Morgan
Thompson
3.10.64

CONSTRUCTION DIVISION
RECEIVED
MAR 11 1964

The Resident Engineer has kept a daily project diary and his instructions to the contractor and conversations with the contractor were recorded in this diary. Project specifications do not call for any specific compaction effort, but the resident engineer has made an effort, for his own information, to make compaction tests the length of the project. His records indicate that he has taken the compaction tests in the upper three fee of the subgrade at approximately 1/2-mile intervals, and most tests indicate 95% or better compaction. Two positions were found to be of less than the 95% compaction and the contractor was asked to re-roll and re-compact; and a later test indicated that better than 95% compaction was obtained.

All materials on fencing and culvert pipe were inspected upon delivery on the job and found satisfactory. All material had been inspected prior to delivery to the project and proved satisfactory.

In view of the fact that the major portion of the grading on this project has been completed, this review of the documentation cannot really be considered an inspection-in-depth but merely a review of the documentation. This writer's opinion of the documentation is that it is very good and the project engineer and the grading inspector, having had considerable experience in this type of highway construction, can be considered as able and competent in the pursuit of their duties and responsibilities. A preconstruction conference was held on this project. A copy of the proceedings of this conference is available in the division office and in the office of the resident engineer. The responsibilities of all personnel, including those working for the State and the contractor, were discussed and agreed upon at this conference.

The source of cinder topping has been a controversial subject on this project. The source, as outlined in the plans and specifications, has been used and the material tested by the central laboratory in Salem and found satisfactory for this purpose. During all of the time the contractor has been utilizing this source, he has been saying to the resident engineer that this is not suitable cinder topping material; but, as mentioned above, samples have been taken and sent to the lab in Salem and found to be suitable for the use intended. The central laboratory made only a specific gravity test and a sieve analysis for gradation purposes and have stated that the material is suitable. The resident engineer, even though the specifications do not call for liquid limit, plasticity index, plastic limit or sand equivalent requirements, has made these tests and the material has been found to be satisfactory on a field control basis. The field control testing has been found to be similar to the lab reports on the material taken during the location survey on this project. Tomorrow, placement of these cinder topping materials and the way in which they have acted on the grade as far as stabilization and stability, will be reviewed on the ground. The resident engineer has been instructed to take compaction tests utilizing the Washington Densometer and OSHD standard base compaction testing processes, to make a number of compaction tests on the cinder topping material which has been placed in 5-inch lifts throughout the project to determine whether or not this material would meet 95% compaction requirements. It should be noted at this time that the specifications for this project do not state that the cinder topping material shall be compacted to a density of 95%.

Alfred Shirley, Jr.
Assistant Division Engineer

AS:if

RECEIVED
MAR 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 12 1963
FOR FILING

COPY

File

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM 10

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON

ATTENTION JP: 220413

September 11, 1963

Don Greene Construction, Inc.
805 Liberty Street, NE
Salem, Oregon

Attention Mrs. Hamming

Dear Mrs. Hamming:

Reference is made to your call to this office concerning the letter you received from Mr. Floyd Query of the Oregon State Highway Commission regarding the establishment of an account for the joint venture on contract number 6328.

Based upon the information you submitted, all workmen on this contract will be the employees of Don Greene Construction, Inc. and will be reported on the corporate account.

It will not be necessary that you establish an account for the joint venture under these conditions.

Very truly yours,

R. G. Savage, Director
Employer Coverage Division

By:
Jack Parks

JP:WW

cc: Oregon State Highway Department
Highway Building
Salem 10, Oregon
Attention Mr. Floyd Query

NOTED
FLOYD QUERY

RECEIVED
SEP 12 1963
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FORM E-123

RECEIVED
AUG 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 29, 1963

Don Greene and Don Greene Construction, Inc.
805 Liberty St., N. E.
Salem, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6328 for the following project:

Grading and oiling on Saddle Butte-Diamond Jct. Section of Frenchglen Highway in Harney County.

This award was based on your low bid of $323,848.00 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

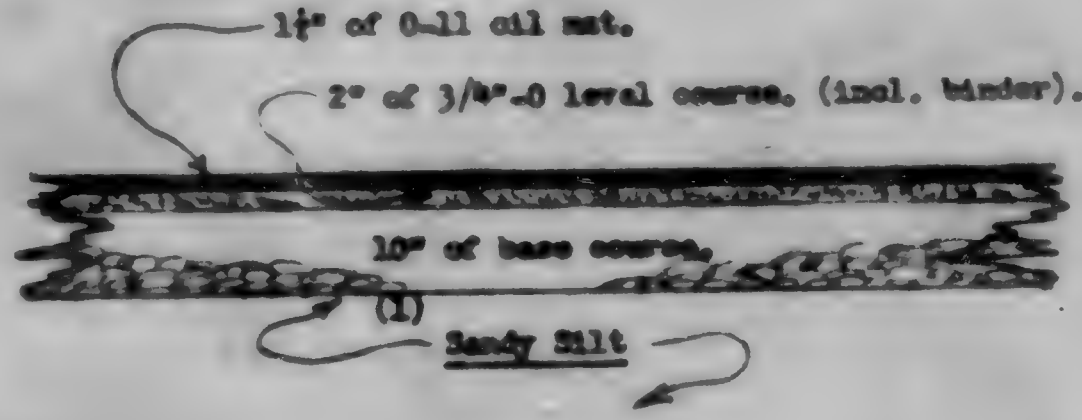
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section SADDLE BUTTE-DIAMOND JUNCTION Highway FRENCHGLEN (FA 450) County HARNEY Project 213-A(3)

Approx. 11.0 Miles.
Des. Engr. L.G. JOHNSON Length of Project Sta. L396+50=@ 0+00 to Sta. P 628+00 Date 5-31-63

FOR FILING JUL 1 - 1963 RECEIVED

Frost Penetration - 30"± TYPICAL SECTIONS Traffic Classif. - LIGHT



(1)
Typical Soil

31	LL
3	PI
7%	% P200 (No Red.)
1	% Gravel
3	% Coarse Sand
22	% Fine Sand
66	% Silt
8	% Clay
3	"R" Value (Corrected)

AASHO Classif. - A-4 (8)

Note:
Surfacing thickness design identical to adjacent sections Wrights Point - Narrows and E. Unit Narrows - Saddle Butte.

Required Base & Surf.		Designed Base & Surf.		
Crushed	Base Course	Level Course	Binder	Mat
				1½ 0-11
				2 Level
				10 Base
13				13½

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

NOTED
LLOYD P. SHAW

B.P.R.
cc: State Highway Engineer
Construction Engineer
Engineer of Materials
Staff Engineer

Submitted by [signature] Staff Engineer

Recommended by [signature]

Approved [signature]

PAVEMENT TYPE SELECTION

SADDLE BUTTE-DIAMOND JUNCTION
FRENCHGLEN HIGHWAY
HARNEY COUNTY
PREFIX 113-1(4)59

Principal Factors Governing Selection

1. Traffic Classification: LIGHT Present ADT 50 1980 ADT 80 % Heavy Vehicles 10
   (NOTE: Increase classification one step for heavy logging use)
2. Soils Characteristics: See design chart attached
3. Weather: Frost Penetration 30"± Annual Rainfall 12"±
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: Not appropriate due to other factors

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil
7. Stage Construction: No problem
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: No problem
10. Stimulation of Competition: Not appropriate
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not appropriate
13. Traffic Safety: Not a factor
14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem

CONCLUSION AND REMARKS:

Due to items 4 and 6, an O-11 oil mat has been selected.

RECEIVED
MAY 16 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 10, 1963

Harney Electric Cooperative
P. O. Box 873
Burns, Oregon

ATTENTION: Mr. Robert E. Cole

Re: Preliminary Right of Way Map
Saddle Butte-Diamond Lake Section
Frenchglen Highway
Harney County

Gentlemen:

Under separate cover we are sending a print of the preliminary right of way map, our file #8B-28-16. This right of way map covers this section of Frenchglen Highway. The present tentative schedule calls for opening of bids on August 27, 1963.

Mr. J. M. Valentine, P. O. Box 850, LaGrande, Oregon, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

FGP:bjh

cc: L. P. Shaw
A. F. Parson
J. W. Valentine

MAY 14 1963
OFFICE OF
STATE HIGHWAY ENGINEER

I-105-4(110) Willamette River-Coburg Rd. 1963
196 Sec., Eugene-Springfield Hwy.
#6329 (Roadside Improve.)

RECEIVED
MAR 12 1965
FOR FILING

March 11, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6329 awarded to Knight Pearcy for roadside improvement on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County was completed on June 3, 1964, and accepted by the Highway Commission on March 11, 1965.

Final payment in the amount of $2,415.29 will be released to the contractor after March 18, 1965. The total contract amount is $37,258.45 and no work was performed under force account.

No claims have been filed with us for labor or material.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Knight Pearcy
P. O. Box 12
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 10 1965
FOR FILES
6329

March 10, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed June 3, 1964 on Contract No. 6329. The contract was with Knight Pearcy and was for roadside improvement on the Eugene-Springfield Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This will be presented to you at the Commission meeting on March 11.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

LPS:bjs

RECEIVED
MAR 9 - 1965
FOR FILING

March 8, 1965

Knight Pearcy
P. O. Box 12
Salem, Oregon

Dear Sir:

Final inspection has been made by the Bureau of Public Roads and State on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County, Contract No. 6329, FA Project I-105-4(110)196.

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Asst. State Highway Engineer

VG:lt

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young

RECEIVED
MAR 3 - 1965
FOR FILING

March 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that the final inspection was made on February 23, 1965, on Contract No. 6329, Willamette River-Coburg Road Section, in Lane County in connection with Federal-Aid Project No. I-105-4(110)196. All contract items were determined to be satisfactorily completed.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date:

A. W. Parsons
Division Engineer

cc: F. D. Morgan

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: February 28, 1065
SECTION: Willamette Riv.-Coburg Rd.		SECTION PREFIX: 620-1001
HIGHWAY: Eugene-Springfield		COUNTY: Lane
NAME OF JOB: Roadside Improvement	KIND OF WORK: Planting trees, shrubs & vines	
CONTRACTOR: Knight Pearcy	CONTRACT NUMBER: 6329	FEDERAL AID PROJECT NUMBER: I-105-4(110)196
DATE OF CONTRACT: August 29, 1963	DATE WORK STARTED: September 11, 1963	ESTIMATED COMPLETION DATE: June 3, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS: 54	WORK DAYS USED: 54
PROJECT AUTHORIZATION: $ 46,001.36	ENGINEERING AUTHORIZATION: $ 3,271.21	PERCENT OF TIME ELAPSED:
EXCLUSIVE OF ENGINEERING: $ 42,730.15	ENGINEERING COST TO DATE: $ 3,231.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,195.25	PERCENT OF AUTHORIZATION: 98.8 %	
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 10.8%	DATE PROJECT WAS COMPLETED: June 3, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Broken Clouds		
MONDAY	Light Showers-Clearing		
TUESDAY	Broken Clouds		
WEDNESDAY	Broken Clouds		
THURSDAY	Broken Clouds		
FRIDAY	Overcast-Showers		
SATURDAY			

NOTED
JOHN R. OAKES
1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	Final inspection made.
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work
SATURDAY	

REMARKS

Ray Olson, Jerry Lowder of P.R.D. and I made the final inspection of the job on Tuesday. Everything is satisfactory.

Job now complete. 3rd notice date will be that of February 23.

This will be the final report.

SIGNED Jean D. Worth

ADDRESS 2141 E. 15th Ave., Eugene, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards
Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 30, 1964

In reply refer to: 08-35.4-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-105-4(110)196
Willamette River-Coburg Road Section

During a recent inspection of the subject roadside improvement project it came to our attention that losses of trees had occurred from mowing operations of State Maintenance Forces. Although the extent of these losses are minor (9 trees) it points out a problem situation on which remedial action is necessary.

First, we will not be able to participate in cost of trees not in place at time of final inspection of project. It is our understanding that replacement planting is not planned.

Second, on future projects where roadside maintenance by State Forces is necessary we would like to recommend that some type of marker be placed by trees which are planted in areas where heavy wild growth exists. This could probably be more simply and effectively performed by your maintenance forces but we would approve its inclusion in contract work.

Steve
Suggest landscape
be more careful
with respect to
selective
planting area
Figure out
marking
pattern first.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 7 1964

FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

2219

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Sept. 29, 1964

Final acceptance of contract work cannot be made on this project until replacement planting is completed and maintenance of planting areas are brought up to contract requirements.

NOTED
LLOYD P. SHAW

District Engineer

Copy to Young
10-7-64

RECEIVED
OCT 28 1963
MONTHLY TRANSACTION NO.

FOR FILING

Form Approved; Budget Bureau No. 41-R2089

PROJECT REPORT NO.	FORM -2 (REV. -61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
7	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
		COUNTY: Lane
		PROJECT NO.: I-105-4(110)196

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-105 Willamette R. to Coburg Road

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	1.252
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 44,979.00	$ 41,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

ASSISTANT State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By _____ A. W. Parsons
(Division Engineer)

By: _____ L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 24, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

REQUIRED NONDISCRIMINATION PROVISION FOR INCLUSION IN THE FEDERAL-AID PROJECT AGREEMENT BETWEEN THE STATE HIGHWAY DEPARTMENT AND THE BUREAU OF PUBLIC ROADS

The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the President's Committee on Equal Employment Opportunity, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and of the rules, regulations and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

(5) The contractor will furnish all information and reports required by Executive Order 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and by the rules, regulations and orders of the said Committee, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Committee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the Bureau of Public Roads may direct as a means of enforcing such provisions, including sanctions for noncompliance; Provided, however, That in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause in any federally assisted construction work which it performs itself other than through the permanent work force directly employed by an agency of government.

The State highway department agrees that it will cooperate actively with the Bureau of Public Roads and the President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations and relevant orders of the Committee, that it will furnish the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, and that it will otherwise assist the Bureau of Public Roads in the discharge of the Bureau's primary responsibility for securing compliance. The State highway department further agrees that it will

refrain from entering into any contract or contract modification subject to Executive Order 11114 with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to Part III, Subpart D of Executive Order 10925 and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Bureau of Public Roads or the Committee pursuant to Part III, Subpart D of Executive Order 10925. In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this grant (contract, loan, insurance, guarantee), may refrain from extending any further assistance under any of its programs subject to Executive Order 11114 until satisfactory assurance of future compliance has been received from such State highway department, or may refer the case to the Department of Justice for appropriate legal proceedings.

Oregon State Highway Department

Federal Aid
Project I-105-4(113)196

WILLAMETTE RIVER--COBURG ROAD SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 9, 1963

Type Code 3005
Roadside Improvement (Sta. 42+26 Ahead Back, 80+70.13=23+10.42 to Sta. 58+50)
(Contract 6382)

Tractor and Dozer	20	hours	$ 17.00	$ 340.00
Furnishing and Placing Topsoil	2,500	cu.yds.	3.25	8,125.00
Furnishing and Planting Trees	210	only	6.55	1,375.50
Furnishing and Planting Shrubs	4,700	only	3.40	15,980.00
Furnishing and Planting Bearberry	6,980	only	0.37	2,582.60
Furnishing and Planting English Ivy	24,400	only	0.25	6,100.00
Organic Fertilizer 5-3-2	80	cwt.	5.50	440.00
Inorganic Fertilizer, 10-16-8	26	cwt.	4.50	117.00
Manure Fertilizer	96	cu.yds.	5.00	480.00
Mulch Material	420	units	12.50	5,250.00
				$40,790.10
Flagging (57½% of Contractor's Cost)	All Required			$ 100.00
	Subtotal			$40,890.10
	10% Engr. & Cont.			4,088.90
	Total			$44,979.00

Length of Project . . . . . 1.252 miles

Federal Funds	$41,000.00
State Funds.	3,979.00
	$44,979.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project I-105-4(110)196

WILLAMETTE RIVER-COBURG ROAD SECTION

OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 29, 1963

Type Code Y005
Roadside Improvement (Sta. 49/98 thru Equa 80/70.13 = 23/10.42 to Sta. 58/50)

Tractor and Dozer	20 hours	$ 12.50	$ 250.00
Furnishing and Placing Topsoil	2,500 cu.yds.	3.00	7,500.00
Furnishing and Planting Trees	210 only	7.00	1,470.00
Furnishing and Planting Shrubs	4,700 only	3.00	14,100.00
Furnishing and Planting Bearberry	6,980 only	0.35	2,443.00
Furnishing and Planting English Ivy	24,400 only	0.22	5,368.00
Organic Fertilizer, 5-3-2	80 CWT	5.50	440.00
Inorganic Fertilizer, 10-16-8	26 CWT	5.50	143.00
Manure Fertilizer	96 cu.yds.	6.00	576.00
Mulch Material	420 units	15.00	6,300.00
			$38,590.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$38,690.00
	10% Engr. & Cont.		3,869.00
	Total		$42,559.00

Length of Project - - - - - - - - - - - 1.252 Miles

Federal Funds - - - - - - - - - - -

RECEIVED
OCT 2 1963
FOR FILING

October 1, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, covering State's share of flagging on the Willamette River-Coburg Road Section of the Eugene-Springfield Highway in Lane County, Contract No. 6329 in connection with Federal-Aid Project No. I-105-4(110)196.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:lt
Enc.

RECEIVED
SEP 16 1963
FOR FILING

September 13, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 12, 1963, on Contract No. 6329, Willamette River-Coburg Road Section, in Lane County, in connection with Federal-aid Project No. I-105-4(110)196.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
SEP 6 1963

FOR FILING

1329

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 29, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-105-4(110)196
Willamette River-Coburg Road
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6329 to Knight Pearcy Nursery of Salem, Oregon, low bidder in the amount of $40,790.10 at the August 27, 1963 bid opening.

NOTED
LLOYD P. SHAW

original To Young
9-5-63

FORM E-128

RECEIVED
AUG 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 29, 1963

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6324 for the following project:

Roadside Improvement on the Willamette River-Coburg Road Section of Eugene-Springfield Highway in Lane County.

This award was based on your low bid of $40,790.10 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

RECEIVED
AUG 13 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 5, 1963

By:
A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

G. R. Brooks
District Engineer

Oregon Project I-105-4(110)196
Willamette River-Coburg Road Section
Roadside Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that relocation advisory assistance has been provided as indicated in Mr. Wright's July 26, 1963 letter.

Authorization is with the further understanding that the specification with regard to establishment of planting will be modified to avoid reference to a fall growing season and that safeguards will be provided to assure that the establishment period will end subsequent to June 1, 1964.

original To Young
with ~~attach.~~
cc Gifford
8-13-63

NOTED
LLOYD P. SHAW

F-150(11) W. Unit, Coast Range Summit Sec., Corvallis-Newport Hwy. (Grad. & Pav.) 1963

#6330 [redacted]

FORM E-308—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 26, 1966

To: C. H. Matson
Controller

Building

SUBJECT: Compromise Payment
West Unit, Coast Range
Summit Section
Contract No. 6330
C. R. O'Neil, Contractor

Enclosed is a duly executed and acknowledged Release, together with a Voucher, executed by the contractor and with the approval of the Commission endorsed thereon by Mr. Query, both in the amount of $9,720.

This settlement was approved by the Commission at their October 6 meeting, as Agenda Item 3d. It should be noted that the total settlement as approved by the Commission, is in the amount of $9,804.50, while the enclosed Voucher is for $9,720. The difference of $84.50 arises because there was one small item, for additional sign posts, upon which agreement with the contractor was reached prior to settlement of the entire claim. Apparently, a post-final estimate for the $84.50 was previously sent to Mr. O'Neil and, pursuant to advice of his attorney, he either returned it unsigned, or failed to return it at all. You have advised that the estimate sent to the contractor for signature has not been found in your office.

Pursuant to our recent telephone conversation, I will instruct the contractor to either sign and return the post-final estimate for $84.50, or advise us that he no longer has it, in which case you will send him a duplicate. At such time as a signed estimate is returned to you, you will issue payment for the $84.50.

Meanwhile, will you kindly issue or cause to be issued a check or draft, payable to C. R. O'Neil in the amount of $9.720, and send it to this office for forwarding to the contractor.

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw
cc: F. B. Klaboe
L. H. Young
F. D. Morgan
Floyd Query
G. E. Rohde

RECEIVED
SEP 28 1966
FOR FILING

September 26, 1966

Oregon State Highway Commission

Gentlemen:

C. R. O'Neil, the contractor on the West Unit, Coast Range Summit Section of the Corvallis-Newport Highway, Contract No. 4339, has made a claim for additional compensation in the amount of $57,474.35.

This matter has been under discussion and negotiation with both Mr. O'Neil and his attorney for some months. It has been reviewed both by our engineering and legal departments and it is felt that some parts of the claim have merit and some do not.

You may recall that this project was subjected to very severe storm damage during the winter of 1964-65. In fact, one of the major fills on the project was largely washed out. In repairing this damage, it was necessary to haul and place a quantity of riprap type of rock and one part of the claim is involved with this procedure. A price agreement was negotiated at the time with Mr. O'Neil on the basis that the rock would be measured in place in the fill. This type of measurement requires a contractor usually to haul and place a quantity somewhat in excess of the amount that would be measured in the hauling vehicles. This is due to compaction, settlement, and subsidence. In this particular case, however, the subsidence and settlement far exceeded what could be estimated. By truck measure, Mr. O'Neil placed 13,300 cubic yards, which, when measured in place, amounted to only 8,293 cubic yards. It is our feeling that this amount of shrinkage was more than could be anticipated by either the contractor or the state and that the contractor should not be required to stand the whole loss.

After much negotiation, Mr. O'Neil has agreed to accept an additional payment of $3,000, which we believe would be a very fair settlement of this item.

Another part of the claim has to do with liquidated damages because the actual date of completion ran 32 days beyond the approved completion date. This is a somewhat difficult matter to adjudicate as the contractor's claim is based on the fact that had this fill not washed out, he could have worked at least part of the time during the winter season and could have completed his work earlier than by having to wait until the fill was repaired. This item also has been reviewed and discussed with the contractor and his attorney by our Legal people and while it is a difficult matter to rationally solve, we recommend that the liquidated damages for these 32 penalty days be lifted. This will amount to $6,720.

There is another small item in the claim that has to do with the measurement of sign posts placed to a bid item. It appears that a clerical or typographical error was made on our part and that the contractor is entitled to an additional $84.50 for this item. There is no controversy on this point.

I recommend, therefore, that Mr. O'Neil be compensated in an additional amount of $9,804.50, which is the total of the above items, for a release of all claims in connection with this contract.

The matter will be on the agenda for the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
G. E. Rohde
C. H. Maison
R. D. Asburry

JAB:bjm/RLP:ms bg

RECEIVED
AUG 31 1966
FOR FILING

Salem, Oregon 97310
August 30, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Contractor's Claims
C. R. O'Neil, Contractor
W. Unit, Coast Range Summit
Section, Contract No. 6330

Attention Mr. John Bond

Please obtain from the contractor the originals or certified copies of his material receipts alleged to show that he purchased some 13,300 cubic yards of rock materials for this project.

After you have received the receipts, please analyze them for correctness and advise me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe
Alan Johansen

RECEIVED
JUN 10 1966

F-1201(11)
6330

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1966

To: F. B. Klaboe
Asst. State Highway Engineer

B u i l d i n g

SUBJECT: Contractor's Claims
C. R. O'Neil, Contractor
W. Unit, Coast Range Summit Section
Contract No. 6330

NOTED
R. L PORTER

Please find attached hereto a copy of a letter which I received this date from Mr. Norman B. Kobin, which contains a counter-offer to our letter of June 2, 1966.

As you may know, Al Johansen was to undergo surgery this date, and apparently before leaving the office on June 3, had a telephone conversation with respect to this matter with Mr. Kobin. I was unaware of this call until receiving Mr. Johansen's report on this date. Also find attached a copy of Mr. Johansen's report on his conversation with Mr. Kobin.

We would appreciate your advice on this matter.

F. C. McKINNEY
Assistant Counsel

FCMcK:gw
Attachments
cc: R. L. Porter
F. D. Morgan
R. D. Asburry
G. E. Rohde

OFFICE OF

FORM E-30 8OM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1966

NOTED
F. C. McKINNEY

To: F. C. McKinney
Assistant Counsel

O f f i c e

SUBJECT: Contractor's Claims
C. R. O'Neil, Contractor
W. Unit, Coast Range Summit Section
Contract No. 6330

Shortly before leaving the office on Friday, June 3, I called Mr. Kobin to ascertain his reaction to our letter of June 2, 1966. I refer to it as our letter since I originally drafted it and you signed it.

Mr. Kobin had just finished talking with his client, whom he quoted as being not very happy with our proposal to pay nothing on the Quarry Run Rock item referred to in the letter of June 2. Mr. Kobin and I discussed rather briefly the possible merits of this claim.

I told him that I thought that what Mr. Klaboe wanted most definitely was some written statement from him that all claims on the project could be settled on a stated basis, preferrably that set forth in our letter of June 2. However, I also told Mr. Kobin that if he and his client could not go along with the payment of nothing on the Quarry Run Rock item, that he should advise us that the other items could be settled on the basis mentioned in our letter, and that they would be willing to accept some reduced amount on the Quarry Run Rock item, to compromise the entire claim.

It is my feeling that if the Quarry Run Rock item can be settled, and the entire claim thus disposed of, for a payment of perhaps $2500 or $3000 (the total claim is $5,591.85) it would be advisable to do so.

I believe that the contractor could make out a jury case that his truck measurement quantities were computed as properly as possible using that basis of computation. Our objection is that the quantities are to be determined by measurement in place. It seems to me that if the trier of fact believes that Mr. O'Neil knows what he is talking about on his

truck measurements, the difference in quantity is enough to suggest that there must be some error in our in-place measurements, and that we failed to make them in a proper manner. From this standpoint, I believe that some settlement would be justifiable, although perhaps on a strictly engineering basis it is not.

It should be mentioned that in giving up his idle time claim, the contractor is giving up a paper claim of approximately $45,000.

Considering all of the above facts, together with the generally good reputation of this contractor, I am inclined to think that some splitting of the difference on the disputed rock item would be justified and definitely in the best interests of the State.

Alan H. Johansen
gw

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: G. E. Rohde

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

B/up
9-21

Salem, Oregon
September 14, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Contractor's Claim
C. R. O'Neil, Contractor
W. Unit, Coast Range Summit Section
Contract No. 6330
(Assignment: FBK-1006)

In accordance with your August 30 letter the contractor was requested, through our Mr. Johansen, to provide source documents showing derivation of the contractor's stated total of 13,300 cu. yds. truck measure riprap rock placed under Price Agreement No. 2.

Just today the contractor's attorney delivered photo copies of material tickets to Mr. Johansen. These are not individual load tickets -- they appear to be a daily tally by truck. They bear dates and signatures or initials. Copies of a couple of them are attached as examples.

The Division 2 office has checked the total yardage indicated by these tickets and by including 80 yards for one that is missing but is explained by a note, they do total the 13,300 yards. In my opinion these are satisfactory as a source document and are adequate evidence that the 13,300 cu. yds. truck measure was received.

The way this matter now stands, the contractor's attorney has offered to compromise this part of the claim for $3,000. This amounts to payment for an additional 545 cu. yds. and would bring the total riprap yardage under the Price Agreement to 8,838, which would amount to a 66% of truck measure payment.

Settlement on this basis is recommended. We will hold the tickets for the time-being.

The other active part of this claim concerns a time extension which has not yet been submitted to the Highway Commission.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: R. D. Asburry
Alan Johansen

RECEIVED
SEP 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

June 3, 1966

RECEIVED
JUN 6 1966
LEGAL & RIGHT OF WAY

Mr. Frank C. McKinney
Assistant Counsel
State Highway Department
Salem, Oregon 97310

Re: C. R. O'Neil, Contractor
Contract No. 6330

Dear Mr. McKinney:

Your letter of June 2, 1966, is acknowledged. I have discussed the contents thereof at length with my client on two occasions this date over the telephone.

We cannot accept your proposal to release what we believe to be a valid claim for damages against the State on the condition that you pay the $84.50 for the sign posts and $6,720 as remission of liquidated damages.

We sincerely believe that the riprap count was inaccurate. The amount of the riprap claim is $5,591.85. With reluctance, my client has agreed to accept your proposal, but only on the condition that the sum of $3,000 be paid on the riprap claim additionally. We would therefore sincerely appreciate your immediate consideration of this counter-offer of settlement.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:dc

cc: Mr. C. R. O'Neil

$\frac{3,000}{5,591.85} = 53.7\% \times 1,017 \text{ cu.yd.} = 546 \text{ cu.yd.}$

8293 cu.yd. paid
+ 546 " "
8,839

$\frac{8839}{13,300 \text{ cu.yd. Truck allowed}} = 66.3\%$ of Truck

FORM E-122X 50M 7-65

RECEIVED
JUN 1 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1966

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Bldg.
Portland, Oregon

NOTED

Re: Contractor's Claims
C. R. O'Neil, Contractor
W. Unit, Coast Range Summit
Section
Contract No. 6330

Dear Mr. Kobin:

I have been asked to contact you regarding the above project, to confirm the status of the various claims at the conclusion of our conference in Mr. Morgan's office on April 25, and to advise you of the results of our further studies since that time.

With respect to the claim for additional guard rail posts, it was agreed at the conference that your client was entitled to payment for 13 additional posts at $6.50 each, amounting to $84.50. I understand that a price agreement on this item is currently being processed.

It was also agreed that your client would withdraw his claim based upon idle equipment, provided the State would remit the full amount of liquidated damages assessed, in the amount of $6,720.

With respect to the remaining item, Quarry Run Rock in-Place, the State's representatives at the recent conference agreed to re-examine this problem to further attempt to substantiate or verify in some manner your client's claim that he placed 1,016.7 cubic yards more of this rock than he was paid for pursuant to the price agreement #2. There was some discussion at the conference as to the possibility of some loss of material through settlement. We have found it impossible to verify that any settlement occurred, and our engineering personnel are of the belief that if there was any such settlement, it would have been in such a minor amount as to have had only an insignificant effect on the total quantity. I am advised that the cost of subterranean testing to attempt to discover and

measure any such settlement would be more expensive than the amount involved in the claim.

Under the circumstances, considering that your client did sign a price agreement agreeing to payment based on in-place measurement, we are unable to make any adjustment by reason of this item.

Accordingly, we do not feel that we can justify any settlement in excess of the amount of the liquidated damages, plus the additional payment for guard rail posts as mentioned above. It is also felt that such settlement can be justified only if this will achieve a full release of all claims on this project. Will you please advise us whether this compromise proposal is satisfactory to you and your client.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
F. C. McKINNEY
Assistant Counsel

AHJ:gw

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
L. H. Young
G. E. Rohde
Alan Johansen
R. D. Asburry

RECEIVED
JUN 1 - 1966
FOR FILING
F 150 (11)
6330

May 27, 1966

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $84.50 will be made to C. R. O'Neil on Contract No. 6330 for grading and paving the West Unit, Coast Range Summit Section of the Corvallis-Newport Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,236,385.91 including the post-final payment. Of the total $33,547.56 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121
C. H. Maison
Attn: John Herr

RECEIVED
JUN 10 1966
FORM E-20 BDM 9-65 SP*6470-734
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1966

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

SUBJECT: Contractor's Claim
W. Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract #6330

Herewith a good report from Resident Engineer Schwartz re what has been designated contractor's claim No. 2, for additional quarry rock payment. The relative cost and probable inconclusive results make it impractical to do additional field engineering and drilling to try to determine a more accurate quantity.

We have no check on the contractor's truck measure data, as to number or size of the loads, so it is impossible to substantiate any adjustment on that basis.

A copy of Price Agreement No. 2 covering this item is attached. There are two specific references to the "in place" basis.

I believe we are at a dead end as far as justifying any additional payment on this claim and should try to get an over-all release based on remission of the liquidated damages only, which is covered in my May 12 report.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nh

Attach.

FORM E-20X—50M—1-66 SP 19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY 19 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Newport, Oregon
May 17, 1966

SUBJECT: Contractor's Claim
W. Unit, Coast Range Summit Section
Corvallis—Newport Highway
Contract #6330

To:

Mr. Ray Asburry
Division Engineer
Salem

Regarding the Contractor's claim for additional Quarry Run Rock in-Place, claim #2 on the above mentioned project; I have not been able to come up with any satisfactory method of determining if there was any subsidence in the rock embankment as it was placed. I believe that it was generally agreed at our meeting with the Contractor that if the in-place measure was not correct the most likely possibility for error would be a subsidence of the original ground under the rock fill as it was being placed. There is only one way I know of to peer through the rock fill and examine the present shape of the ground under this fill and that is by very closely controlled core drilling. I have been told that a core drill is not available at this time for this purpose.

I have several reservations about the success of core drilling this area, even if a drill were available. In order to get information that would mean anything you would have to reestablish the base line and drill along the same cross-section lines as the original sections. I don't believe it would be physically possible to do this because the drill would have to work down a rock face that lies on a 1½:1 slope. The slope is made up of rocks which have a size of up to 2-3 cubic feet. I also feel that the core drilling would very likely give us inconclusive results because it would be impossible to obtain the same degree of accuracy with a core drill as by our original cross-section methods.

I don't feel that the Contractor is entitled to any extra pay. I am sure that our quantity is correct. The measure was carefully taken and the computations were done three times by three different parties. Everything was done exactly in accordance with the way the Contractor bid the item. If he is entitled to extra pay for any subsidence which may have occurred under the rock embankment, and I doubt if there was any substantial amount, so are the contractors on all of our current slide repair jobs together with the contractors for the Euchre Mountain project and MP 24.5 on the Siletz Highway.

ontractor's Claim
W. Unit, Coast Range Summit
Corvallis--Newport Highway
Contract #6330

I have had enough experience placing this material to know that as the rock sizes get larger, the in-place pay quantity becomes a smaller percentage of the truck measure. Our contractor on the Euchre Mountain project bought his rock from the Georgia-Pacific quarry on a truck measure basis and he was paid by the State on an in-place measure. He told me at the completion of the job that the pay quantity actually was about 55--60% of his truck measure. O'Neil's percentage of truck measure computes to be 62.5%.

Our method of paying for rock embankment and rip-rap in place makes no allowance for any subsidence or any other distortion. If this is not fair to the Contractor we should devise some other method of measurement for pay. To pay O'Neil extra here would be unfair to other contractors who have bid the item on the same basis and have accepted the measured quantity although their pay quantity versus truck measure was as far off as O'Neil's.

Wendell E. Schwartz
Resident Engineer
Newport, Oregon

RECEIVED
JUN 10 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1966

To: F. B. Klaboe
Assistant State Highway Engineer

Building

SUBJECT: Claim for Time Extension
W. Unit, Coast Range Summit Section
Contract No. 6330
C. R. O'Neil

As indicated in Mr. Bond's letter to you of May 12, 1966, I was asked to consider the mechanics for effecting a settlement of the claims on the above contract, if settlement on the basis discussed at the recent conference is approved.

As I understand it, on the claim relating to guard rail posts we agreed to pay an additional $84.50. Mr. Bond advises that this payment is currently being processed under a separate price agreement.

Left undecided was another claim based on a difference of opinion as to the proper quantity of Quarry Run Rock in-Place under price agreement #2. At the conference, you agreed that we would review our field records again, etc., to see if there was any basis for making an adjustment. I understand that the prospects, at least on the basis of present information, for any finding of an error in our calculations is minimal. If this is true, it may turn out that we will be unable to justify any offer on this claim, except from the basis of a compromise to avoid litigation. Or, conceivably, the contractor might forget about the thing if the remaining claims are disposed of satisfactorily.

As far as the major items which were agreed upon, namely the contractor's dropping of his idle equipment claim if we would remit the liquidated damages in the amount of $6,720, there is no reason why these could not be disposed of as a package. If the contractor can be induced to forget the other claim based on the measurement of rock, or if some settlement of that claim can be reached, it appears that a valid release of all claims on the project could certainly be obtained.

Even if the rock claim is not disposed of, it appears that the time extension and idle equipment claims could be settled as a package, leaving only the rock claim for the contractor to sue us on if he sees fit.

In view of the presently inconclusive status of these various matters, it seems premature for us to attempt to prepare any particular form of release or other similar document at the present time.

Alan H. Johansen

ALAN H. JOHANSEN
Staff Attorney

AHJ:gw

cc: F. D. Morgan
Attention: John Bond

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 1 3 1966
SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1966

SUBJECT: Claim for Time Extension
W. Unit, Coast Range Summit Section
Contract No. 6330

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Contractor C. R. O'Neil agreed at our April 25 claim meeting to drop his claim for idle equipment time ($45,000) if an additional time extension were granted to return the outstanding 32 days liquidated damages in the amount of $6,720.

At your request I have reviewed the project records and comment as follows:

The main point that Mr. O'Neil made was that extra time had not been properly allowed for the delays caused by the Station 1614 fill slide just west of the summit cut. The extension granted previously, recognized that this was a valid reason for extension and allowed 15 penalty days on the basis that the 105,000 cu. yds. of material yet to be removed from the summit cut could have been placed in the fill area at a rate of 7,000 yards per day if the fill area had been available.

Attached is a list summarizing the weekly progress for the period from November 29, 1963 through August 7, 1964. We call your attention specifically to the 14 week interval between January 31 and May 8. This is the period immediately following the start of the fill slide troubles. During this 14 week time grading was actually performed during part of only 4 weeks for a total of 14,600 yards and this was mostly in material on the westerly end of the project which was admittedly more difficult to move in wet weather than the summit cut.

In applying a 7,000 cu yd. per day rate to the summit cut material we may have been using good weather rates in a poor weather period. Since the summit material was actually moved later in better weather and concurrent with force account slide work, we can only estimate what the wi nter rate might have been. It would seem

just as valid to simply allow all the 10 weeks from January 24 through May 15 during which no grading at all was done, on the assumption that the 105,000 cu. yds. could have been moved intermittently during this time if the fill area had been available. This would amount to an average weekly rate of 10,500 cu. yds., which appears reasonable compared to earlier and later production, and this approach is recommended.

Since three weeks have already been allowed, this would leave seven weeks, or 35 penalty days. There are actually only 32 penalty days remaining.

This is a Federal-aid project but the Bureau of Public Roads did not concur in the time extension already granted so any further extension will be non-participating.

A rough draft letter to the Highway Commission is attached.

If approved, this time extension will, in effect, be settlement of a claim for remission of liquidated damages and is also now related to cancellation of another claim. It, therefore, seems prudent to have some more binding acknowledgement to this effect from the contractor. This has been discussed with Mr. Johansen and he will suggest a procedure.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachment

cc: L. H. Young
Alan Johansen

WEEKLY PROGRESS SUMMARY

W. Unit, Coast Range Summit - Contract 6330

(From Resident Engineers' Weekly Reports)

Week Ending	C.Y. Moved	
11-29-63	- -	Sub-contractor only, hauling sub-base.
12-6-63	19,700	(Grading 1614 - 1630).
12-13-63	18,000	
12-20-63	36,500	
12-27-63	- -	Sub-contractor stockpiling.
1-3-64	4,500	
1-10-64	- -	Sub-contractor stockpiling.
1-17-64	- -	Sub-contractor crushing.
1-24-64	(17%)	(Grading 17% done) SLIDE AT 1609 - 1616 FILL BECAME APPARENT.
1-31-64	- -	SLIDE CONTINUES TO MOVE.
2-7-64	5,500	Worked 1 day out of summit cut - to 1st fill W.
2-14-64	- -	Sub-contractor only.
2-21-64	- -	Sub-contractor only.
2-28-64	- -	Contractor dozing, laying perf. @ 1600 fill.
3-6-64	- -	(State drill moved into slide area).
3-13-64	- -	(Too wet for drill to work).
3-20-64	- -	- - - -
3-27-64	- -	Contractor began "C" line detour - W. end of project.
4-3-64	- -	Installing culvert and pioneering.

WEEKLY PROGRESS SUMMARY
W. Unit, Coast Range Summit - Contract 6330
(From Resident Engineers' Weekly Reports)

Week Ending	C.Y. Moved	
4-10-64	- -	Installing culvert - some "C" line work. (MEETING AT SLIDE)
4-17-64	3,700	Limited work on W. end.
4-24-64	- -	(State drill working at slide area) perf. and slopes. Limited work on westerly end.
5-1-64	3,000	Limited grading on westerly end.
5-8-64	2,400	Limited grading on westerly end.
5-15-64	10,050	Grading on westerly end.
5-22-64	30,000	"All cut areas could have been worked this week." Grading on westerly end.
5-29-64	38,500	Grading on westerly end.
6-5-64	40,000	Grading on westerly end. Installing drainage at E. end of slide.
6-12-64	41,000	Grading various places throughout project.
6-19-64	42,500	Grading mostly on westerly end.
6-26-64	35,000	(40% OF EQUIPMENT ON SLIDE FORCE ACCOUNT)
7-3-64	46,000	Grading intermittently throughout.
7-10-64	79,000	Grading intermittently throughout.
7-17-64	3,000	
7-24-64	41,000	On east end of project.
7-31-64	42,000	On east end of project.
8-7-64	32,000	On east end of project. NEW SLIDE TROUBLE DEVELOPED AT 1609 - 1616 FILL.

RECEIVED
MAY 10 1966
FOR FILING

F-150 (11)

May 9, 1966

Mr. [illegible] Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. F-150(11)

Dear Sir:

Your September 17, 1965, endorsement noted that contract work on Contract No. 6330, W. Unit, Coast Range Summit Section in Lincoln County, Federal-Aid Project No. F-150(11), was satisfactory. The State Highway Commission authorized acceptance of the contract as of April 13, 1966.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under late force Order (including the establishment period) by State forces or others, completed May 4, 1966

Attachments are as follows:

Materials Report, [illegible]-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (1-[illegible])
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:ed
cc: C. H. Maison
F. D. Morgan
R. N. Chase

FORM [illegible] 1-66 SP°19102-734

FO
F 150(11)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1966

To: MEMO TO THE FILES

SUBJECT: Contractor's Claims
West Unit Coast Range Summit
Contract No. 6330

A meeting was held in the Construction Engineer's office on April 25 with the following people present: Mr. C. R. O'Neil and Mr. Norman Kobin representing the contractor and Misters Klaboe, Morgan, Asburry, Schwartz, Juve, Johansen and Bond representing OSHD. The contractor had previously presented four claims which were discussed as follows.

1. Guide post payment shortage. It was acknowledged that payment for 13 additional guide posts was due the contractor. It was stated that an additional 6 posts were destroyed by the operations of the surfacing subcontractor and for which payment was denied. The contractor indicated that he would accept bid price payment for 13 posts by a price agreement as final settlement of this claim and Resident Engineer Schwartz was instructed to proceed accordingly.

2. Quarry run rock quantity shortage. This arises from material purchased under Price Agreement No. 2 which clearly calls for an "in place" basis of measure for payment. This material was also referred to as riprap in the discussion. It was placed in a revised fill toe and channel lining below the Station 1617 slide area. The contractor acknowledged that the price agreement calls for measurement in place but stated he had expected to receive 70% of truck measure. The difference amounts to 1,017 cubic yards. The discussion brought out that the only way the "in place" measure could be distorted would be from settlement of the underlying original ground or fill material. We agreed to investigate this possibility as best we can at this time and additional payment will be made for any additional yardage that can be substantiated as being lost in settlement.

3. Liquidated damages 32 days, $6,720. The contractor still contended that the slide problems and delay in power line relocation caused delay in completion that has not yet been allowed. He claimed that the slide interuption triggered later delays and limited the work available to him to the extent that double shifts were not practical. Statements on weekly reports were read showing that when the slide first occurred in January of 1964 the contractor's rate of production was very intermittent and slow due to weather. But a valid argument can be made for computing the lost production time out of the summit cut at a rate less than the 7,000 yards per day which we used. It was agreed that a new request for time extension covering all the remaining penalty days would be prepared and submitted to the Highway Commission. (See number 4 below.)

4. Idle equipment time. The contractor had claimed $45,000 for alledged loss of production arising from the slide problems. After discussion of number 3 above he agreed to drop this claim if he is granted the additional 32 days time.

John A. Bond
Staff Assistant

JAB:nh

cc: F. B. Klaboe
R. D. Asburry - Please proceed with investigation mentioned under No. 2.
Glenn Hossner

RECEIVED
APR 14 1966
FOR FILING

April 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 10, 1965, on Contract No. 6330. The contract was with C. R. O'Neil and was for grading and paving on the West Unit, Coast Range Summit Section on the Corvallis-Newport Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 13, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bgb

RECEIVED
JUN 10 1966
FOR FILING
F-15C(11)
6332

615

April 12, 1966

Mr. Norman B. Kobin
Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Kobin:

Re: Contract No. 6330, West Unit, Coast Range Summit, C. R. O'Neil, Contractor

Reference is made to your letter of March 24 which enclosed a copy of a claim on this project in the total amount of $57,474.35.

We accept your offer to hold an informal discussion on the claim and suggest the date of April 25 at 2:00 p.m. in Mr. F. D. Morgan's office, Room 212, State Highway Building in Salem. Please advise if this is satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

FEK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
R. D. Asburry (Note: Please arrange for you and
John Bond Mr. Schwartz to attend.)
Alan Johansen
Wendell E. Schwartz

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1966

SUBJECT: Contractor's Claims
West Unit, Coast Range Summit
Contract 6330

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

Herewith reports from the Resident Engineer and the Division Engineer in response to Mr. O'Neil's March 22 letter. Attorney Norman Kobin also wrote to you under date of March 24 on the same matters.

The Resident Engineer does confirm that we still owe the contractor for 13 site posts furnished under Bid Item 35. This does not include 6 known to be damaged by a sub-contractor. Normally we would prepare a price agreement as final settlement for this item accordingly and will proceed in this manner unless you advise to the contrary.

With reference to the second claim on quarry run rock quantity, this item is enumerated in the price agreement as "quarry run rock in place" and in the basis of measurement section of the price agreement form it is stated "measurement to be made in place after the material has been deposited". The Resident Engineer has rechecked his "in-place" computations and finds no errors.

Concerning the liquidated damages we have nothing to add to your January 25 letter to the contractor on this subject. The contractor indicates he wishes to confer on this point and we would be glad to do so but would emphasize that the contractor should present facts.

The fourth item is a new one to us as the March 22 letter is the first written notice that we can find on such a claim. The final estimate voucher was mailed to the contractor on January 21, 1966 so this is presented within the 90 day limitation imposed by the supplemental general provisions applicable to

"claims of error or omission in final estimate". We question whether it is the intent of this specification to allow such a claim as this for consideration. In any case it is clearly presented so late that it does not meet the requirements of Section 1.9.6 which requires notice in writing from the contractor before any of the extra expense to be claimed is incurred. You will note the Resident Engineer is of the opinion it is without substance anyway, but this would be very difficult to analyze at this late date.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nh

Enc.

RECEIVED
APR 11
OFFICE
STATE HIGHWAY ENGINEER

21-1071

FORM E-30X—50M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1966

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Contractor's Claim
South Unit, Coast Range-Summit Section
Corvallis-Newport Highway
Contract 6330

Attention: Mr. John A. Bond

By letter dated March 22, 1966, addressed to Resident Engineer Schwartz, the contractor on the subject contract has presented a claim against the contract. This claim is in four parts:

1. Pertaining to payment of Contract Item No. 35, "Guide Posts W-1".

2. Payment on Price Agreement No. 2, Sub-item No. 15, "Quarry-run Rock in Place".

3. Claim for refunding monies held as liquidated damages.

4. Payment for idle time of equipment and personnel.

The Resident Engineer has investigated this claim. I am attaching a copy of his report. The Resident Engineer has found in his records where nineteen W-1 Guide Posts were installed by the contractor but not paid for because they were destroyed or damaged to a point where it was necessary to replace them. Thirteen of these destroyed guide posts were destroyed either by slides or traffic at a time when the contractor had no control over the traffic. Six were destroyed or damaged beyond repair by the surfacing subcontractor. This leaves our final tabulation six less than that claimed for by the contractor. It is this office's recommendation that a Price Agreement be prepared for the signature of the contractor covering the thirteen guide posts which were destroyed or damaged beyond repair by slides and traffic. The prime contractor looked to his subcontractor for reimbursement for the six guide posts destroyed by his subcontractor. Recommend we disclaim any obligation toward the additional six, as we can find no record of these ever having been installed on the contract.

Regarding the quarry-run rock, presumably the difference is between the field measurement in place and truck measure. The Price Agreement (see attached copy) definitely states the measurement to be in place. The following is a direct quote from the Price Agreement:

"Quarry-run rock to be a well graded quarry rock as accepted by the Resident Engineer, with a maximum size of material that can be incorporated in the work. In general the material shall be 14" - 0. Measurement to be made in place after the material has been deposited."

As the field measurements have been double checked regarding this quantity, recommend we disclaim any obligation for further payment.

Regarding the liquidated damages withheld on this project, this matter has been thoroughly investigated and reported on previously. No new evidence has been presented to indicate any error in our former report so recommend we stand on it.

Regarding the payment for idle time of equipment and personnel, this I believe is a policy matter that should be decided at a higher level than this office. To the best of my knowledge, the letter from the contractor dated March 22, 1966, was the first written notice of any claim regarding this matter. As no official claim had been presented at the time, no records were kept regarding it.

R. D. Asburry
Division Engineer

RDA:am
cc W. E. Schwartz

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
April 6, 1966

To:

Mr. Ray Asburry
Division Engineer
Salem

SUBJECT: Claim
W. Unit, Coast Range Summit
Corvallis—Newport Highway
Contract #6330

Regarding the first claim of the Contractor; we did make a mistake in our final quantity of guide posts. There are 93 guide posts in place as the final quantity indicates. However, in the fall of 1964 when the road was opened to traffic, we had 29 guide posts installed. All posts were installed at locations which would fit into the spacing arrangement of the completed guide post installation. Of this original 29 posts, 19 were destroyed or damaged to a point where it was necessary to replace them. Thirteen posts were either destroyed by traffic or the slide. The other 6 posts were destroyed by the surfacing subcontractor. I feel that we owe the guard rail subcontractor for 13 posts @ $6.50 each, or $84.50. As documentation for this item I refer to our inspectors daily progress report for 9/8 and 9/9/65. Our final tabulation of guide posts on pages 13-18 of book #7 does not account for the posts which had to be replaced.

On the Quarry Run Rock in-Place item of price agreement #2, I will have to stand on our final figure of 8,293.3 cubic yards. I have examined our cross-section notes and can find nothing wrong with our cross-sectioning method. Our computations for this item have been done three times by three different individuals and I am certain the computations are correct.

I believe the Contractor is basing his claim on a truck measure of 13,300 cubic yards. The 9,310 yard figure is 70% of the truck measure. If my assumptions are correct, there could be two possible reasons why the Contractormay feel he was shorted. Either the 70% factor is too high for this type of material or he was actually shorted on the truck measure. Both possibilities are reasonable. We have found in the past that on large size riprap that 7 pay yards could not be hauled in a 10 yard truck, as was the case here. The Contractor could also have been shorted on his truck loads because, to the best of my knowledge, he had no one checking the loads.

I believe that I have said everything I could say about the Contractor's third item in the many reports we have written regarding the liquidated damages. I would not care to comment further.

Regarding the last item of the Contractor's claim; as I remember the job, there was no idle time for the equipment on the project due to our failure to come up with a plan for the correction of the fill slide. I will say that another week could not have gone by without causing the Contractor to shut his equipment down, it was that close. I have gone back through our daily job records for the project and find no idle time for the equipment due to our operation. The only time equipment was down was due to inclement weather.

Wendell E. Schwartz
Resident Engineer
Newport, Oregon

RECEIVED
JUN 10 1966
FORM E-30 50M 3-66 SP°6470-734
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: (Assignment: FBK-615)
Contract No. 6330
West Unit, Coast Range Summit
C. R. O'Neil, Contractor

The subject assignment was due today. However, we find that it was necessary to send certain diaries and final estimate documents out to the Resident Engineer for his use in analyzing the first two paragraphs of Mr. O'Neil's March 22 letter. This concerns alleged discrepancies in payment for sight posts under a bid item and quarry run rock under Price Agreement No. 2.

A Division 2 Engineer's meeting also interferes one day this week, but we expect to complete the assignment by April 8.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm

4/25 BM

RECEIVED
APR 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1966
FOR FILING
F-120 (11)
6330

Salem, Oregon 97310
March 28, 1966

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Contract No. 6330
West Unit, Coast Range Summit
C. R. O'Neil, Contractor

I enclose a copy of a letter addressed to me from Norman Kobin concerning a contractor's claim on this project.

Please analyze Mr. Kobin's statements and those of Mr. O'Neil contained in his letter to Resident Engineer Schmartz and advise me of your opinion.

I will, of course, write Mr. Kobin and suggest a date for a meeting after I have heard from you.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Mr. Victor D. Wolfe

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

CAPITOL 3-1108

March 24 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Re: Contract No. 6330
West Unit, Coast Range Summit
C. R. O'Neil, Contractor

Dear Mr. Klaboe

I enclose a reproduced copy of a letter of Mr. O'Neil to Wendell E. Schwartz, Resident Engineer of the Department, dated March 22, 1966. A copy of this letter was addressed to you by Mr. O'Neil.

It was the intent of Mr. O'Neil to comply with the terms of Supplemental General Provisions, Issue of July 1, 1963, paragraph entitled "Claims of Error or Omission in Final Estimate", as found on page 12, and to object to the Final Estimate dated January 20, 1966. Please be governed accordingly.

One of the items involved in the objections is the retention of $6,722, on the basis of liquidated damages. I have talked to Mr. O'Neil briefly with respect to this item and the underlying facts. I have also reviewed your letter of January 25, 1966, addressed to Mr. O'Neil. It appears to Mr. O'Neil from your letter that you are not conversant with all the facts.

I assume that your letter is not the final decision of the engineer in this matter. On this assumption I would therefore suggest that an informal discussion of the liquidated damage matter and the

Mr. F. B. Klaboe March 24, 1966

other contents of Mr. O'Neil's letter of March 22, 1966, at your office could serve some useful purpose and perhaps avoid litigation.

If you are desirous of having such a hearing I would appreciate you advising me as soon as possible.

With best personal regards.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:dc
Enclosure

cc: C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

RECEIVED
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1966
OREGON
STATE HIGHWAY COMMISSION

Routing

RECEIVED

C. R. O'NEIL
GENERAL CONTRACTOR
895-2911
ROUTE 2, BOX 95
CRESWELL, OREGON 97426

March 22, 1966

RETURNED TO
By Const.

Wendell E. Schwarts, Resident Engineer
Oregon State Highway Department
P. O. Box 37
Newport, Oregon

Re: West Unit, Coast Range
Summit Section, Corvallis-
Newport Highway, Contract
No. 6330

Dear Sir:

Mr. Frank Roland of Western Guard Rail, Inc. and R. & W. Inc., has informed me they installed one hundred eighteen (118) W-1 guide posts, during the fall of 1964 and 1965 on the above noted contract, whereas, the final estimate shows payment for only ninety three (93) we therefore, request payment for an additional twenty five (25) posts @ six dollars, fifty cents ($6.50) each, for a total of one hundred sixty two dollars, fifty cents ($162.50).

On Price Agreement #2, for Quarry Run Rock, our records show 9,310 cu. yds. were placed, whereas, final estimate payment of 8,293.3 cu. yds. a difference of 1,016.7 cu. yds. @ $5.50 per cu. yd. or $5,591.85.

I also request payment in the amount of $6,720.00 which is being held for liquidated damages on this contract.

By reason of embankment design deficiencies, and the department's failure to cure such deficiencies in a reasonable time, caused us an unreasonable delay in our operations, which incurred added cost for idle time of equipment and personnel, which amounted to approximately $45,000.00. The payments under force account or price agreement did not compensate for this additional claim costs.

Yours truly,

C. R. O'Neil

cc:
F. D. Klaboe
R. D. Asbury

Morgan
Routing 3-24-66

RECEIVED
FEB 17 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

January 27, 1966

Accounting Division	( )	Traffic Division	( )
Bridge Division	( )	Division Engineer (No.)	( )
Construction Division	( )	Maintenance Division (Seeding & Mulching Sec.)	( )

Project No. F-150(11), W. Unit, Coast Range Summit Section, Contract No. 6330, Prefix 21-1071 is currently being finaled with the Bureau of Public Roads. It is necessary that Office Engineering knows if there is work yet to be done or if there are any delayed costs that should be charged to this prefix. Notification as to the status of the project must be received by February 28, 1966, so that the project can be finaled and the prefix cancelled. Your prompt reply is requested.

Note: The Division Office will be responsible for contacting the Resident Engineer currently in charge of the project area.

L. H. Young
Office Engineer

PH:ed

RECEIVED
JAN 25 1966
FOR FILING

F-16A (11)
6330

January 25, 1966

Mr. C. R. O'Neil
General Contractor
Route 2, Box 95
Cresswell, Oregon 97426

Re: Extension of Time
Contract No. 6330
West Unit, Coast
Range Summit

Dear Mr. O'Neil:

As you requested in your January 11 letter, we have reviewed the entire time extension file and related records on this project.

The delay arising from the Station 1614 fill was taken into consideration from your first request for time extension. It was recognized that the better material available in the cut to the east (Station 1625) could probably have been moved earlier if the fill area had been available. On the basis of 105,000 cubic yards needed at the fill, and an average production of 7,000 cubic yards per day, which you had been moving, 15 penalty days were allowed. (Saturdays, Sundays and holidays were excluded from liquidated damage computations by the project Special Provisions.)

An additional 13 days were allowed for the actual 1964 force account work on the slide area and related delays, such as extra distance the rock trucks had to travel when a trench across the new grade was open. This makes almost six weeks that were allowed for 1964.

All the time from June 1, 1965, (when a "resume work" order was effective) to August 17, 1965, was allowed without penalty because of the extensive additional slide correction work done then. This was 55 penalty days. An additional 4 penalty days were allowed for the A.C. curb and drain inlet construction that was added by Price Agreement. All the above make up the 87 days allowed.

Our field engineers advise that the utility relocations caused no measurable delay.

Our records show only a few double shift days worked in 1963, and none were worked in 1964 on the grading portion, even after the slide area was available.

We would remind you that no penalty was deducted during the long "stop work" period ordered from November 7, 1964, to June 1, 1965, although the records indicate some 78,000 cubic yards were moved on the westerly end of the project during this interval (in late May) and some of the guardrail posts were installed.

Most of the work responsible for the 26 percent overrun you cite was the extensive slide correction work done in 1965 during the 55 days already allowed as set forth above. General excavation actually underran the contract quantity by 5.8 percent, short overhaul underran 7.4 percent and long haul underran 44.3 percent.

Although the contract provisions delete all reasons for time extension, I assure you that we have made a sincere effort to properly analyze the project and equitably allow all the extra time that is justified.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

JAB:bjm srb

FORM E-90 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: (Assignment: FBK-330)
Extension of Time
Contract No. 6330
W. Unit, Coast Range Summit

Contractor C. R. O'Neil has requested that the 32 days penalty remaining after the 87 day time extension approved by the Highway Commission in December, also be allowed without penalty.

The only new reason presented for further time extension is the alleged delay from utility poles. We checked this point with the Division and Resident Engineers and are advised that any delay to the project progress from the utility poles was minute. The contractor moved some 135,000 cu. yds. of excavation in 1963 (the contract is dated August 29, 1963). Between January 3 and May 8, 1964 there was no grading progress due to wet ground conditions (and interference from the fill slide at Station 1614) and the pole relocation was completed during the following week, ahead of the main grading work.

The fill slide at Station 1614 did delay progress, and this was covered in the 1964, or first, request for time extension. 15 days in 1964 have been allowed for this reason as set forth in our December 4, 1964 report. This time was allowed because it was believed that an estimated 105,000 cu. yds. of good material available in the summit cut could have been moved into the fill slide area (had the slide not occurred) during the poorer early spring weather of 1964.

Grading work progressed on the westerly end of the project while the slide investigations were made. 13 more penalty days were allowed for the actual 1964 force account slide work ($28,000) and related delays.

Contrary to Mr. O'Neil's statement about extra shifts, our information is that double shifts were worked on only 3 days in 1963 and this was in November just before work was curtailed by the weather. Excavation resumed at the east, or summit cut, on July 15, 1964 at which time about 500,000 cu. yds. (or 61% of the 818,000 cu. yds. contract quantity) had been moved. The contractor's point here

is probably that there was nothing to be gained by working extra time in the available work areas west of the slide area where all the grading was pretty well accomplished on a one-shift basis before the slide area became available about July 15. There is no apparent reason, and none could be supplied by the Resident Engineer, as to why more daily shifts and Saturday shifts were not worked after this time.

It is true that the project over-ran the original contract amount by 26%. However, most of this over-run is for the slide work, all of which was allowed for extension of time (from June 1 to August 17, 1965 + the 28 days in 1964 discussed above). The contract items actually over-ran only 2.58%, and some critical items under-ran: general excavation under 5.8%, short overhaul under 7.4%, and long overhaul under 44.3%.

After a thorough review of this project, I believe the time extension already granted was fair, and all that can be justified. The long shut-down ordered from November 7, 1964 to June 1, 1965 is also believed to be in the contractor's favor. An estimated 78,000 cu. yds. was moved during this shut-down time and some guardrail posts installed. All usually allowable reasons for time extension, including "strikes", were deleted by special provision on this project.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: R. D. Asburry

RECEIVED
JAN 20
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1966
FOR FILING

F-150 (11)
6330

January 10, 1966

Mr. C. R. O'Neil
General Contractor
Route 2, Box 95
Creswell, Oregon

Dear Mr. O'Neil:

In this morning's mail, we received your letter requesting that consideration be given to an additional extension of time on Contract No. 6330 for work on the West Unit, Coast Range Summit Section of the Corvallis-Newport Highway.

I am forwarding your letter to Forrest Cooper, State Highway Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fks

cc Forrest Cooper

RECEIVED
JAN 13 1966
FOR FILING
F-150 (11)
6221

December 16, 1965

Mr. G. R. O'Neil
Route 2, Box 43
Creswell, Oregon

#9

Dear Mr. O'Neil:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date to September 10, 1965, to complete Contract No. 6221 for grading and paving on the West Unit, Coast Range Summit Section of the Corvallis-Newport Highway in Lincoln County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 57 additional penalty days without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lkm
cc R. D. Asberry
Wendell Schwartz
F. D. Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

FORM E-80 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1965

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT:
Extension of Time
West Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330

Attached are two requests for extension of time on the subject contract which have been submitted by C. R. O'Neil, contractor on the subject section. The first request, which was received in November of 1964, covered an extension to November 30, 1964. The second request covered an extension from June 1 to September 10, 1965. The period from November 30 to June 1, which is not covered by a request from the contractor, is covered by a "stop work" order which was in effect from November 7, 1964 until June 1, 1965.

Reference is made to my letter dated September 18 concerning these requests. Your copy of this letter is attached. The Bureau of Public Roads has concurred in an extension of time based on the "stop work" order as noted in their memo dated October 29, 1965. Also attached is a rough draft of a letter to the Highway Commission concerning this matter.

F. D. Morgan
Construction Engineer

By
John Bond
Staff Assistant

JB:nh

Enc.

cc: L. H. Young
R. D. Asburry

NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

E-366 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 14, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 1, 1965 to Sept. 15, 1965 ~~calendar~~ days, within which to complete our Contract No. 6330, without the assessment of liquidated damages. The said contract is described as follows: Grading and Paving, W, Unit, Coast Range Summit Section of the Corvallis-Newport Highway, Lincoln County, Ore.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Additional Work
2. Slides
3. Delay caused in acquiring additional Right of Way in Slide Area.
4. 26% increase over the original contract.

Respectfully submitted,

C. R. O'Neil
Contractor

By C R O'Neil

CONSENT OF SURETY

Date OCTOBER 18, 19 65

We, GREAT AMERICAN INSURANCE COMPANY

412 Failing Building, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

BY: Ted Crail
Attorney-in-fact

COUNTERSIGNED: WELLS-REED-WOOD-WEST Co.

BY: Ted Crail
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6330 Contractor C. R. O'Neil

Highway Corvallis-Newport

Section West Unit, Coast Range Summit

Kind of Work Grading and Paving

It is recommended that the request for ~~increase in the number of workdays~~ extension of the completion date within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

Flood repair work justifies an extension of 55 days. Asphaltic concrete curb construction justifies 4 days.

Recommended for Approval:

R.D. Asburry
Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6330

Project designation F-150 (11)
State-Federal

Date awarded August 29, 1963

Work started Sept. 16, 1963

Per cent completed 100-Sept. 10, 1965
Date

Spec. Compl. Date ~~No. of Workdays Allowed~~ Aug. 31, 1964

No. of Workdays Used Not Applicable

Req. new Compl. Date ~~No. of Added Workdays Requested~~ 7-30-65

FORM E-30 50M 8-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1965

To: Mr. F. B. Klaboe
Assist. State Highway Engineer

OFFICE

SUBJECT: West Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330

In November 1964, we received a request from C. R. O'Neil, contractor on the subject project requesting an extension of the specified completion date without the assessment of liquidated damages. This request was processed and forwarded to Mr. Shaw on December 4, 1964. On December 21, 1965 a letter was sent to the Bureau of Public Roads requesting their concurrence. They refused to concur, based on restrictive terminology contained in the special provisions for the contract. During the December 1964 flood, extensive damage was sustained by the highway road bed requiring considerable repair work and justifying additional time to complete the project this year.

It is our understanding that you wish to present a request to the Highway Commission for an extension of the specified completion date even though the Bureau of Public Roads does not concur in the matter, and we have no further formal request from the contractor.

Reasons for a time extension prior to the winter flood are included in Mr. Decker's December 4 letter to Mr. Shaw and justifies a 28 penalty day extension.

A stop work order was in effect on this project from November 7, 1964 to June 1, 1965. The Bureau of Public Roads has indicated that they do recognize our authority to order temporary total suspensions of the work without assessing liquidated damages. From June 1 until August 17, 1965, the contractor performed extra clearing, drainage, grading, surfacing, and paving repair work necessitated by the winter flood damage and slides. This work was accomplished under terms of Price Agreement No. 2. Since the work concerned is completely beyond the original scope of the contract, this work justifies an extension of 55 penalty days.

The contractor was requested to construct asphaltic concrete curbs along the high fills on the project under Price Agreement No. 3. The Resident Engineer's weekly reports for the weeks ending August 28 and September 3 indicate that the contractor worked on curbs exclusively for 4 days and we feel that the penalty day extension in this amount is justified.

The original completion date for this contract was August 31, 1964. As noted previously, a stop work order was issued on November 7, 1964 and rescinded on June 1, 1965. The project was completed September 10, 1965. The overrun in time on this project amounts to 118 penalty days. This is $24,780 in liquidated damages based on the penalty rate of $210 per day. Based on the slide correction work and flood repair work noted previously, we recommend that an 87 penalty day extension be granted extending the specified completion date from August 31, 1964 to July 30, 1965. This will eliminate all but 31 penalty days which represents $6,510 in liquidated damages.

This matter has been discussed on numerous occasions both verbally and by letter with the Bureau of Public Roads and all indications are that they will not change their stand. If this is the case, they will undoubtedly require that their portion of the aforementioned total liquidated damages be credited to the project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:jkk
Attach.

cc: L. H. Young
R. D. Asburry

RECEIVED
SEP 20 1965
OFFICE
STATE HIGHWAY

FORM E-90 5OM 2-63 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1965

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Request for Extension of Time
W. Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330

Attached is a proposed rough draft of a letter to the Highway Commission concerning request for an extension of time on the subject contract. The reasons given in the draft pertain to events which occurred prior to the winter floods. An additional large slide occurred last winter which will undoubtedly justify further extension. However, the amount of time which could be justified is not known at this time.

Some pertinent dates concerning this contract are listed below.

Date of Award	Aug. 29, 1963	
Specified Completion Date	Aug. 31, 1964	68 Calendar Days (47 Penalty Days) ✓
"Stop Work" Order	Nov. 7, 1964	no change
"Stop Work" Order Rescinded	June 1, 1965	92 Calendar Days (65 Penalty Days)
Anticipated Completion Date	Sept. 1, 1965	total 160 Calendar Days (112 Penalty Days)

completed 9-10 for

Also returned herewith is pertinent correspondence taken from your files.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

RECEIVED
AUG 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DES:rw
Attach.
cc: L. H. Young
R. D. Asburry

April 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
West Unit, Coast Range
Summit Section
Corvallis-Newport Highway
Oregon Project F-150(11)

Dear Sir:

Your memorandum dated March 1, 1965, requested that our Legal staff reappraise our position with regard to the validity of granting an extension of the specified completion date on the subject project.

Attached is a copy of a letter from our Staff Attorney which states that the provisions of the contract do not flatly prohibit a time extension and there appears to be no valid reason for denying a reasonable request based on the merit of the situation.

We again request your concurrence in our recommendation to extend the specified completion date for this project from August 31, 1964 to October 9, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachment
cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:fp: ajw

FORM E-80 80M 7-64 SP*9228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1965

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Request for Extension of Time
West Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330

Attached is a proposed rough draft of a letter to the Bureau of Public Roads with a copy of Mr. Johansen's letter concerning the validity of our intention to grant the contractor on the subject contract an extension of the specified completion date.

This opinion is supplied in response to the Bureau of Public Roads' Memorandum dated March 1, 1965. This matter has again been discussed with the Area Engineer for the Bureau of Public Roads who would not indicate either concurrence or denial.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young
R. D. Asburry

RECEIVED
MAR 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 SOM 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 22, 1965

SUBJECT: Request for Time Extension
West Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

As requested in your interdepartmental letter dated March 5, 1965, with enclosure, directed to G. E. Rohde, Chief Counsel, we have again reviewed the subject contract with respect to our right to grant the contractor a time extension on this project.

We are not prepared to state that the interpretation of the contract made by the Bureau of Public Roads is the correct one. It may be acknowledged, however, that a hasty, literal reading of the contract affords some basis for arguing that the contract should be so construed.

It appears that the portion of the Supplemental General Provisions which states that Article 1.8.6 of the Standard Specifications shall be superseded, is not specifically deleted or modified by the Special Provisions. Also the Special Provisions, on page 3, specifically delete the portion of the Supplemental General Provisions headed "Increase in Time for Performance of Contract," no alternative provisions relating to increases in time are set forth. These considerations might be said to support the view that there was a deliberate intention to allow no time extension under any circumstances whatever.

However, we believe such a conclusion to be unreasonable and contrary to the actual intention of the Commission, the contractor or the other bidders. It is universally recognized, of course, that the fundamental rule of construction of contracts or other writings is to arrive at the intention of the parties. Champion vs. Hammer, 178 Or. 595, 603, 169 P.2d 119 (1946).

Furthermore, the only apparent purpose for the original modification of Article 1.8.6 was to substitute therefor the printed portions of the Supplemental General Provisions under the headings "Time for Completion of Work and Liquidated Damages" and "Increase in Time for Performance of Contract." Since the Special Provisions, in turn, delete those

Copy To Morgan
3-25-65

portions of the Supplemental General Provisions, we believe it is much more reasonable to conclude that despite the failure of the Special Provisions to expressly cancel the supersedure of Article 1.8.6, that Article remains in effect, or is reinstated, to the extent not inconsistent with the Special Provisions. (It is noted that the Special Provisions supply new material on "Time for Completion" but not on "Increase in Time.")

A different question might be presented if the Supplemental General Provisions had undertaken to simply delete Article 1.8.6 of the Standard Specifications. But instead, they undertook to substitute new provisions for Article 1.8.6.

The Supplemental General Provisions relating to Article 1.8.6 provides that "The provisions of Article 1.8.6...are superseded in their entirety by the following...." The term "supersede" is synonymous with "replace," not with "cancel." (Webster's New Collegiate Dictionary, 1958 Ed.).

When those new provisions (i.e., the Supplemental General Provision on "Increase in Time for Performance of Contract") were deleted by the Special Provisions, there remained nothing which could "supersede" or replace Article 1.8.6; there was nothing left to be substituted for the original provisions of Article 1.8.6, and those original provisions were necessarily restored to their original force and effect.

Since, in any litigation with the contractor regarding this matter, the contract would be most strongly construed against the party preparing the documents, in case of doubt or ambiguity [U. S. National Bank vs. Erickson, 208 Or. 141, 151, 300 P.2d 449 (1956)], we believe it inevitable that a court would hold that Article 1.8.6 was reinstated. This interpretation, of course, would be the one favoring the contractor, in allowing time extensions in certain situations.

The undersigned has discussed this with Mr. Rohde, and we are agreed that the contract does not flatly prohibit time extensions, and see no need for any formal modification thereof. Since all parties seem to be in agreement that, on the merits of the situation, the contractor should not be assessed liquidated damages, there appears to be no valid reason for denying the request for an extension of time.

Alan H. Johansen
Staff Attorney

AHJ:lb
cc--G. E. Rohde

RECEIVED
MAR 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

March 5, 1965

Mr. C. E. Rohde
Chief Counsel

West Unit, Coast Range
Summit Section
Corvallis-Newport Highway
Time extension

Attached to this communication you will find a copy of the February 16 reply to the BPR January 19 denial of granting an extension of time on the subject project. Also attached is a copy of the March 1 reply to my letter of February 16 asking further review on the part of the Legal Division of the opinion rendered at an earlier date.

Will you please undertake this and provide Mr. Morgan's office with the necessary data to make further reply to the Bureau.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

cc Forrest Cooper
R. L. Porter
F. D. Morgan

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 1, 1965

FROM : A. W. Parsons, Division Engineer
08-35.4DB Salem, Oregon

SUBJECT: Oregon Project F-150(11)
West Unit, Coast Range Summit Section
Corvallis-Newport Highway
Time Extension

Reference is made to your December 21, 1964 letter, our reply thereto dated January 19, 1965, and your letter of February 16 relative to a proposed extension of the specified contract completion date on the subject project.

Your February 16 letter advised that it is your Legal Department's determination that deletion of the Supplemental General Provisions of the contract by the Special Provisions automatically reinstates the provisions of the 1954 Standard Specifications, in this particular instance.

While this may generally be true, we question its applicability in this case for the reason that the Special Provisions neither delete nor modify the Supplemental General Provision titled "Provisions of Article 1.8.6 of the Standard Specifications Superseded", on page 6 of the Supplementals. It does not appear to us that the leaving of this paragraph stating that "Article 1.8.6 is superseded" in the Supplemental Provisions, and then furnishing, via the Special Provisions, language to replace it, permits an interpretation that control has automatically reverted to the Standard Specifications.

It is suggested that your Legal Department further review this matter.

NOTED
LLOYD P. SHAW

Copies to Kobbe
Morgan
Young
3-5-65

February 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Time Extension
Oregon F-150(11) West Unit
Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330

Dear Sir:

Your January 19 letter questioned the legality of granting an extension of time on the subject project which carried a fixed completion date. Reasons given for the extension of 23 working days were delays caused by slides.

The recent decision to specify fixed completion dates was an effort to emphasize the desire to complete all projects at the earliest possible date. There was no intent to unduly penalize the contractor for reasons beyond his control.

The contract provisions for work under the 1954 specifications, and which carry a specified completion date, are not clear on this. Generally, all reference to the description of a workday in the Supplemental General Provisions is deleted, along with provisions under the heading "Increase in Time for Performance of Contract". In turn, by specific wording in the contract, some contracts provide delay resulting from strikes as a reason for relief from liquidated damages. Some do not, and the subject project is one of this nature.

Contracts with a specified completion date under the 1964 specifications do not carry Supplemental General Provisions. The specifications provide for temporary suspension of work, delays from errors in plans or quantities, failure of State to carry out obligations and duties, and failure to submit contract and bond to

the contractor within 20 days of the date of receiving bids as reasons for an increase in time. Had the Coast Range Summit project been under the new specifications, the legality of the extension would be less difficult to determine.

However, our Legal Department has advised that deletion of the contract Supplemental General Provisions automatically reverts control to the 1954 Standard Specifications. Article 1.8.6 therein provides for an extension of time at the discretion of the Highway Commission and establishes the legality in question on the requested time extension.

We again request your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
L. H. Young
C. H. Maison

GLD:bjm: ajw

FORM E-30 50M 7-64 SP°6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1965

SUBJECT: Job Completion Dates

To: Mr. L.P. Shaw
Assistant State Highway Engineer

BUILDING

The specifications for 88 recent and current projects were examined with reference to completion time, liquidated damages, and extension of time.

39 are on a workday basis with the ground rules based on years of experience and being quite flexible.

49 carry a specified completion date, with 43 being under the 1954 specifications, and 6 under the new 1964 specifications.

All 43 under the 1954 specifications delete from the Supplemental General Provisions (green sheets) that portion under the heading "Time for Completion of Work and Liquidated Damages" which describes a workday as "every calendar day, except Saturdays, Sundays and legal holidays, within the period March 1st to November 30th, inclusive of every year, on which the contractor is not prevented, by inclement weather, by conditions resulting from inclement weather or by suspension of work ordered by the engineer or specifically required by provisions of the contract, or by acts of God, acts of the public enemy, fire, floods, epidemics, quarantine restrictions, strikes or freight embargoes, from performing work under the contract with daily productiveness equal to at least 60 per cent of the daily productiveness normally possible at the same stage of construction under favorable conditions".

Also deleted in their entirety are the provisions under the heading "Increase in Time for Performance of Contract" (green sheets) which state errors or changes in plans or specification of the contract, failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties, and failure of the State to submit the contract and bond to the contractor for execution within 20 days of the date of receiving bids as reasons for granting an extension of time.

NOTED
LLOYD [illegible]

In turn, by specific wording in the contract, all but one of the 43 contracts provide delay resulting from strikes as a reason for relief from liquidated damages.

A strict interpretation of job provisions so written provides no reasons for time extensions except strike delay. It is apparent the Bureau of Public Roads has made such an interpretation of the specifications on the Coast Range Summit project. This happens to be the one job examined which, inadvertently I believe, omitted any reference to strikes as a reason for extension.

To clarify the matter the intent and purpose of the new specified completion date must be considered. This was an effort to get the jobs done at the earliest possible date. While the contract provisions could be interpreted to allow no reason for an extension, Article 1.9.5 of the 1954 specifications and 9.5 of the 1964 revision provides for an allowance in the event of alterations in details of construction. Slides would create such a condition. Article 1.8.5 of the old and Article 8.6 of the new specifications give the Engineer authority to temporarily suspend the work.

This points out valid reasons other than strikes for granting extensions. Recognition of valid reasons seems inevitable, and it is recommended a "way out" be a part of future job provisions.

Six of the jobs examined are under the new specifications (No green sheet supplements). By referring to Article 8.8, page 60, temporary suspension of work, delays from errors in plans or quantities, failure of State to carry out obligations and duties, and failure to submit contract and hand to the contractor within 20 days of the date of receiving bids can be taken as reasons for an increase in time. Had the Coast Range Summit job been under the new specifications there could have been no quarrel with the reasons given for the requested time extension.

Coming again to the intent and purpose of the specified completion date, I believe that undue hardships imposed by acts of God (such as slides), acts of the public enemy, fire, floods, epidemics, quarantine restrictions, strikes or freight embargoes, would, in the event they occurred during the life of the project, provide the contractor with valid reasons for an extension of time. If they are to be considered, it is recommended this be spelled out in the working of the contract. This, coupled with the wording of the new specifications, would provide the contract provisions necessary for uncontested time extensions.

Our Legal Section advises that deletion of the green sheet supplemental provisions automatically places the 1954 specifications back into control. Therefore, Article 1.8.6 of these specifications, which provide for an extension of time at the discretion of Highway Commission, provides the legality questioned by the Bureau of Public Roads on the Coast Range Summit job.

A suggested rough draft of reply to the Bureau of Public Roads' letter of January 19 on the Coast Range Summit time extension is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachment

cc: L. H. Young

Form CD-121 (11-63) (Pres. by A.Q. 206-10)

UNITED STATES GOVERNMENT

Memorandum

SHAW

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 19, 1965

In reply refer to: 08-35.4-DB

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon F-150(11) West Unit,
Coast Range Summit Section
Corvallis-Newport Highway - Time Extension

Your letter of December 21, 1964 requested our concurrence in a proposed extension of the fixed completion date specified in the contract covering the subject project.

The justification submitted adequately supports your proposal to extend the fixed completion date by 28 working days from the specified August 31, 1964 to October 9, 1964.

However, the Special Provision of the contract entitled "Completion Time Limit" specifically deletes those portions of the Supplemental General Provisions which provide for an extension of contract time. Also, the Special Provision does not provide for an extension of the specified completion date under any circumstances.

While we are sympathetic to your proposal to extend the specified completion date, we cannot concur in it as long as the existing contract provision is in effect. If this contract provision can legally be modified to provide for the proposed extension of the specified completion date, we will concur therein.

CONSTRUCTION DIV
RECEIVED
JAN 21 1965
NOTED

Copies To

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

December 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
West Unit, Coast Range
Summit Section
Corvallis-Newport Highway
Project F-150(11)

Dear Sir:

We have received from C. R. O'Neil, contractor on the subject project, a request for an extension of the specified completion date from August 31, 1964 to November 30, 1964.

The contractor cites two slides as the reason for this request: A fill slide between Stations 1611+00 and 1616+50 and a cut slide between Stations 1622+00 and 1630+00.

The fill slide occurred the week end of January 18 and 19, 1964. Material for this embankment was obtained from the summit cut which was composed of shales and sandstones that could be excavated during the winter months. This fill represented an area which could be worked during the winter months had not the slide occurred. When the slide occurred, there still remained approximately 105,000 cubic yards of material to remove from the summit cut. Prior to the slide, the contractor had excavated up to 7,000 cubic yards per shift and based on this production, he was delayed 15 working days. Repair work on the embankment slide was done by force account in July, August, September and October, 1964. This work amounted to $28,000. Compared to the $506,859 expended during this period on contract items, the extra work amounts to 5.52 per cent of the work performed. Applying this percentage against the 87 working days during this period equals five days.

The cut slide between Stations 1622+00 and 1627+00 occurred July 17, 1964. It contained 18,200 yards and required four days to remove. Between September 2 and September 29, 1964, corrective work on the fill slide required an open ditch across the roadway for drainage. Because of this ditch, the contractor was forced to haul base rock, which he was placing, along the old highway under traffic. This curtailed his operations by approximately 20 per cent as evidenced by the fact that in the week preceding the time when the ditch was filled, he moved 3,129 tons of rock per day and after the ditch was filled, he moved 3.760 tons of rock per day. Applying this percentage against the 19 working days during this period totals four days. All of these reasons total 28 working days. Extending these days from the original completion date, excluding Saturdays, Sundays and holidays, will extend the completion date to October 9, 1964.

The estimated completion date is June 1, 1965.

It is our recommendation that the completion date for this project be extended from August 31, 1964 to October 9, 1964. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
R. D. Asburry

DES:fp: ajw

FORM E-90 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 4, 1964

To:

Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
West Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330

Attached is a request from C. R. O'Neil, contractor on the subject project, for an extension of the specified completion date from August 31, 1964 to November 30, 1964 without the assessment of liquidated damages.

The contractor's reasons for requesting this extension are quoted below with our dissertation following:

"Unable to perform grading operations in cut from Station 1622+00 to 1636+00 due to fill slide at Station 1611+00 to 1616+50. No decision was reached to correct fill slide until the latter part of June. Could have worked a considerable amount of time during the winter in the above noted area (cut)," construction of the embankment in which the slide occurred, represented the extent of the work which the contractor could have completed during the winter since material for this fill came from the summit cut which was composed of shales and sandstones which could be worked during the winter. Prior to the slide, the contractor had demonstrated that he could more 7,000 cubic yards of excavated material per shift. There were 105,000 cubic yards of material remaining in the summit cut when the fill slide occurred. Based on his production prior to the slide, the contractor was delayed 15 chargeable days by the slide.

Repair work on the fill slide was accomplished by force account during July, August, September and October, 1964. This work amounted to $28,000.00 and comparing this amount with that performed on contract items would justify 5 chargeable days.

From September 2 to September 29, 1964, the roadway in the fill slide area was severed by a ditch used to divert water while repair work on the fill was being accomplished. This ditch prevented the contractor from hauling base rock (his major work at this time) along the grade. He was forced to haul on the old highway, under traffic. During the time he was hauling on the old highway, he was able to move 3,149 tons per day in the week before the ditch was filled.

NOTED
LLOYD P. [illegible]

During the week after the ditch was filled, when he was able to utilize the new grade, the contractor hauled 3,760 tons of base rock per day. This ditch obstructed his operations and reduced his efficiency 20 per cent during the 19 chargeable days in this period. Applying this percentage would justify 4 chargeable days.

"Also additional time needed for slide removal at Station 1622+00 to 1630+00 which occurred on July 17, 1963." The Resident Engineer's records indicate that it required four days to remove this slide material and we recommend that 4 chargeable days be allowed. These reasons justify an extension of 28 chargeable days.

The Resident Engineer issued a "stop work" order effective November 7, 1963, at which time 47 penalty days had accrued amounting to $9,870.00 in liquidated damages based on the penalty rate of $210.00 per day. The estimated completion date for this project is June 1, 1965.

We recommend that the specified completion date be extended to October 9, 1964. This will still leave 19 penalty days in force as of the date of the "stop work" order amounting to $3,990.00 in liquidated damages.

This has been discussed with the Area Engineer for the Bureau of Public Roads who concurs in our recommendation.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES :fp
Enc.
cc L. H. Young
R. D. Asburry

FILED
LLOYD P. SHAW

STATE COPY

Monthly transaction number 1-199	FORM 23A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 15	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-18-66	County Lincoln
		Project number F-150(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 1, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 1,147,875.00

Revised Federal funds $ 727,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of January, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. F-150(11)

WEST UNIT, COAST RANGE SUMMIT SECTION OF THE

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved extra work orders, and approved price agreements.)

Salem, Oregon, January 10, 1966

Type Code R.O.W.			
Assistance to Displaced Persons*	All Required		$ 4,000.00
Type Code 6202			
Roadway (Sta. 1538+00 to Sta. 1657+00) (Contract 6330)			
Clearing and Grubbing	All Required		$ 69,000.00
Drainage Excavation, Unclass.	5,940 cu.yd.	$ 2.75	16,335.00
General Excavation, Unclass.	818,000 cu.yd.	0.42	343,560.00
Embankment Foundation Excav., Unclassified	7,000 cu.yd.	0.65	4,550.00
Short Overhaul	3,200,000 yd.sta.	0.0075	24,000.00
Long Overhaul	109,300 C-yd.sta.	0.35	38,255.00
Finishing Roadbed & Slopes	2.25 mile	1,200.00	2,700.00
Rounding Cutbanks	5,200 lin.ft.	0.20	1,040.00
12-inch Culvert Pipe	480 lin.ft.	2.55	1,224.00
18-inch Culvert Pipe	480 lin.ft.	4.15	1,992.00
24-inch Culvert Pipe	70 lin.ft.	6.10	427.00
30-inch Culvert Pipe	130 lin.ft.	9.80	1,274.00
36-inch Culvert Pipe	100 lin.ft.	13.00	1,300.00
60-inch Culvert Pipe	80 lin.ft.	35.00	2,800.00
18-inch Corrugated Steel or Concrete Pipe	210 lin.ft.	4.65	976.50
24-inch Corrugated Steel or Concrete Pipe	140 lin.ft.	6.10	854.00
24-inch Pipe, Sta. 1577+00	260 lin.ft.	6.55	1,703.00
24-inch Pipe, Sta. 1614+00	300 lin.ft.	8.20	2,460.00
30-inch, 10 Gage Corrugated Steel or Extra Strength Concrete Pipe	270 lin.ft.	13.75	3,712.50
30-inch Pipe, Sta. 1599+43	220 lin.ft.	13.75	3,025.00
36-inch Pipe, Sta. "A" 1+45	210 lin.ft.	14.85	3,118.50
72-inch Corrugated Steel Pipe, 8 Gage	160 lin.ft.	41.00	6,560.00
6-inch Perforated Steel Drain Pipe	3,010 lin.ft.	2.00	6,020.00
6-inch Perforated Metal Drain Pipe	4,760 lin.ft.	2.00	9,520.00
8-inch Perforated Metal Drain Pipe	1,630 lin.ft.	2.20	3,586.00
10-inch Perforated Metal Drain Pipe	1,760 lin.ft.	2.40	4,224.00

Special Backfill in Drains	1,120 cu.yd.	$ 7.00	$ 7,840.00
Salvage and Reinstall Culvert Pipe	70 lin.ft.	7.00	490.00
18-inch Culvert End Sections	8 only	40.00	320.00
24-inch Culvert End Sections	2 only	55.00	110.00
30-inch Culvert End Sections	2 only	89.00	178.00
36-inch Culvert End Sections	2 only	130.00	260.00
Guard Rail	9,600 lin.ft.	2.50	24,000.00
Rail End Pieces	28 only	4.25	119.00
Guide Posts, W-1	100 only	6.50	650.00
Loose Riprap	380 cu.yd.	7.00	2,660.00
Salvage and Reinstall Cattle Guard	All Required		300.00
3/4" - 0 Material in Base	9,100 ton	3.85	35,035.00
Material in Base	70,700 ton	3.27	231,189.00
Sprinkling	2,240 M-gal.	3.00	6,720.00
SS-1 Sprinkling	11,000 gal.	0.30	3,300.00
Preparation of Base	2.25 mile	500.00	1,125.00
3/4" - 0 Material in Binder Course	380 cu.yd.	6.00	2,280.00
RC-250 Asphalt	60 ton	55.00	3,300.00
Asphaltic Concrete Mixture	11,300 ton	6.60	74,580.00
Asphalt in Mixture	620 ton	33.00	20,460.00
Extra for Paving Approaches	18 only	30.00	540.00
			$969,672.50
Flagging (57½% of Contractor's Cost)	All Required		$ 3,000.00
Seeding and Mulching	All Required		5,920.00
Signing	All Required		900.00
EWO #2 Slide Removal	All Required		29,792.04
PA #3 Asphaltic Concrete Curb	6,107 lin.ft.	1.00	6,107.00
PA #3 Guard Rail Blocks	501 each	1.45	726.45
PA #3 8-inch Metal Drain Pipe, Asph. Ctd.	888 lin.ft.	2.90	2,575.20
PA #3 Corrugated Metal Catch Inlet	14 each	45.00	630.00
			$ 49,650.69
Utilities			
Work by Consumers Power Co.	All Required		$ 20,059.50
Work by Pioneer Telephone Co.	All Required		503.89
			$ 20,563.39
	Subtotal		$1,039,886.58
	10% Engr. & Cont.		103,988.42
	Total		$1,143,875.00

Length of Roadway - - - - - 2.254 Miles
Cost of Roadway Per Mile- - $507,486.69

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Right of Way	$ 4,000.00	$ 2,400.00	$ 1,600.00
Roadway	1,143,875.00	724,600.00	419,275.00
	$1,147,875.00	$727,000.00	$420,875.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

*NOTE: R.O.W. consists of displaced persons assistance:

3 Families	$ 400.00
2 Businesses	$3,600.00

W. UNIT, COAST RANGE SUMMIT SECTION

PROJECT NO. F-150(11)

Estimated cost of work by the Consumers Power Inc.

Materials	$ 6,021.75
Labor	8,556.39
R.O.W. Clearing	8,351.65
Salvage Credit	-1,854.22 Cr.
Betterment Credit	-1,516.07 Cr.
	$20,059.50

Estimated cost of work by the Pioneer Telephone Co.

Value of Plant	$892.46 - (5%x9 years x 892.46)	$ 490.85
Removal Cost:		
Labor		$ 133.42
Equipment		56.00
Salvage Credit.		-176.38 Cr.
	Lump Sum	$ 503.89

RECEIVED
JAN 24 1964
FOR FILING

Monthly transaction number	Form 2A (5-31-o7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
Project report number: 11	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County: Lincoln
		Project number: F-130(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 1, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 1,104,061.00

Revised Federal funds $ 695,400.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22 day of January, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

HSE. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX A. N. Parsons
Division Engineer

By: L. R. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-150(11)

WEST UNIT, COAST RANGE SUMMIT SECTION OF THE
CORVALLIS-NEWPORT HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, November 4, 1963

Type Code R.O.W.			
Assistance to Displaced Persons*	All Required		$ 4,000.00
Type Code 6202			
Roadway (Sta. 1538+00 to Sta. 1657+00) (Contract 6330)			
Clearing and Grubbing	All Required		$ 69,000.00
Drainage Excavation, Unclassified	5,940 cu.yds.	$ 2.75	16,335.00
General Excavation, Unclassified	819,000 cu.yds.	0.42	343,560.00
Embankment Foundation Excavation, Unclassified	7,000 cu.yds.	0.65	4,550.00
Short Overhaul	3,200,000 yd.sta.	0.0075	24,000.00
Long Overhaul	109,300 C-yd.sta.	0.35	38,255.00
Finishing Roadbed and Slopes	2.25 miles	1,200.00	2,700.00
Rounding Cutbanks	5,200 lin.ft.	0.20	1,040.00
12-inch Culvert Pipe	480 lin.ft.	2.55	1,224.00
18-inch Culvert Pipe	480 lin.ft.	4.15	1,992.00
24-inch Culvert Pipe	70 lin.ft.	6.10	427.00
30-inch Culvert Pipe	130 lin.ft.	9.80	1,274.00
36-inch Culvert Pipe	100 lin.ft.	13.00	1,300.00
60-inch Culvert Pipe	80 lin.ft.	35.00	2,800.00
18-inch Corrugated Steel or Concrete Pipe	210 lin.ft.	4.65	976.50
24-inch Corrugated Steel or Concrete Pipe	140 lin.ft.	6.10	854.00
24-inch Pipe, Sta. 1577+00	260 lin.ft.	6.55	1,703.00
24-inch Pipe, Sta. 1614+00	300 lin.ft.	8.20	2,460.00
30-inch, 10 Gage Corrugated Steel or Extra Strength Concrete Pipe	270 lin.ft.	13.75	3,712.50
30-inch Pipe, Sta. 1599+43	220 lin.ft.	13.75	3,025.00
36-inch Pipe, Sta. "A" 1+45	210 lin.ft.	14.85	3,118.50
72-inch Corrugated Steel Pipe, 8 Gage	160 lin.ft.	41.00	6,560.00
6-inch Perforated Steel Drain Pipe	3,010 lin.ft.	2.00	6,020.00
6-inch Perforated Metal Drain Pipe	4,760 lin.ft.	2.00	9,520.00
8-inch Perforated Metal Drain Pipe	1,630 lin.ft.	2.20	3,586.00
10-inch Perforated Metal Drain Pipe	1,760 lin.ft.	2.40	4,224.00
Special Backfill in Drains	1,120 cu.yds.	7.00	7,840.00
Salvage and Reinstall Culvert Pipe	70 lin.ft.	7.00	490.00
18-inch Culvert End Sections	8 only	40.00	320.00
24-inch Culvert End Sections	2 only	55.00	110.00
30-inch Culvert End Sections	2 only	89.00	178.00
36-inch Culvert End Sections	2 only	130.00	260.00
Guard Rail	9,600 lin.ft.	2.50	24,000.00

Rail End Pieces	28	only	$ 4.25	$ 119.00
Guide Posts, W-1	100	only	6.50	650.00
Loose Riprap	380	cu.yds.	7.00	2,660.00
Salvage and Reinstall Cattle Guard	All	Required		300.00
3/4"-0 Material in Base	9,100	tons	3.85	35,035.00
Material in Base	70,700	tons	3.27	231,189.00
Sprinkling	2,240	M-gal.	3.00	6,720.00
SS-1 Sprinkling	11,000	gal.	0.30	3,300.00
Preparation of Base	2.25	miles	500.00	1,125.00
3/4"-0 Material in Binder Course	380	cu.yds.	6.00	2,280.00
RC-250 Asphalt	60	tons	55.00	3,300.00
Asphaltic Concrete Mixture	11,300	tons	6.60	74,580.00
Asphalt in Mixture	620	tons	33.00	20,460.00
Extra for Paving Approaches	18	only	30.00	540.00
				$969,672.50
Flagging (57½% of Contractor's Cost)	All	Required		$ 3,000.00
Seeding and Mulching	All	Required		5,920.00
Signing	All	Required		900.00
				$ 9,820.00
Utilities:				
Work by Consumers Power Co.	All	Required		$ 20,059.50
Work by Pioneer Telephone Co.	All	Required		503.89
				$ 20,563.39
			Subtotal	$1,000,055.89
			10% Engr. & Cont.	100,005.11
			Total	$1,100,061.00

Length of Roadway - - - - - - - - - - 2.254 miles
Cost of Roadway per Mile- - - - - - $488,048.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right of Way	$ 4,000.00	$ 2,400.00	$ 1,600.00
Roadway	1,100,061.00	693,000.00	407,061.00
	$1,104,061.00	$ 695,400.00	$ 408,661.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

*NOTE R.O.W. consists of displaced persons assistance:

3 Families	$ 400.00
2 Businesses	$3,600.00

W. UNIT, COAST RANGE SUMMIT SECTION

PROJECT NO. F-150(11)

Estimated Cost of Work by the Consumers Power Inc.

Materials	$ 6,021.75	
Labor	8,556.39	
R.O.W. Clearing	8,851.65	
Salvage Credit	-1,854.22	Credit
Betterment Credit	-1,516.07	Credit
	$20,059.50	

Estimated Cost of Work by the Pioneer Telephone Co.

Value of Plant	$892.46 - (5%x9 years x 892.46)		$ 490.85
Removal Cost:			
Labor	- - - - - - - - - - - - - -	133.42	
Equipment	- - - - - - - - - - - - - -	56.00	
Salvage Credit	- - - - - - - - - - - - - -	-176.38	Credit
	Lump Sum	$503.89	

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
OCT 16 1963

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.

FOR FILING

FOR [illegible]-2 (REV. [illegible]-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Lincoln

PROJECT NO.: F-150(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 6 Mi. E. Eddyville East 2.5 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY Relocation Assistance	5-28-63	
CONSTRUCTION	8-5-63	2.254
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,381,441.00	$ 681,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Shaw

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal-Aid
Project No. F-150(11)

WEST UNIT, COAST RANGE SUMMIT SECTION

OF THE CORVALLIS-TOLEDO HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1963

Type Code 20M

Assistance to Displaced Persons*	All Required		$ 4,000.00

Type Code 6201
Roadway (Sta. 1336+00 to Sta. 1657+00) (Contract No. 6330)

Clearing and Grubbing	All Required		$ 69,000.00
Drainage Excavation, Unclassified	5,940 cu.yd.	$ 2.75	16,335.00
General Excavation, Unclassified	810,000 cu.yd.	0.42	343,560.00
Embankment Foundation Excavation, Unclassified	7,000 cu.yd.	0.65	4,550.00
Short Overhaul	3,200,000 yd.sta.	0.0075	24,000.00
Long Overhaul	109,300 C-yd.sta.	0.35	38,255.00
Finishing Roadbed and Slopes	2.25 mile	1,220.00	2,700.00
Reseating Cutbanks	5,200 lin.ft.	0.20	1,040.00
12-inch Culvert Pipe	480 lin.ft.	2.55	1,224.00
18-inch Culvert Pipe	480 lin.ft.	4.15	1,992.00
24-inch Culvert Pipe	70 lin.ft.	6.10	427.00
30-inch Culvert Pipe	130 lin.ft.	9.80	1,274.00
36-inch Culvert Pipe	100 lin.ft.	13.00	1,300.00
60-inch Culvert Pipe	80 lin.ft.	35.00	2,800.00
18-inch Corrugated Steel or Concrete Pipe	210 lin.ft.	4.65	976.50
24-inch Corrugated Steel or Concrete Pipe	140 lin.ft.	6.10	854.00
24-inch Pipe, Sta. 1577+00	260 lin.ft.	6.55	1,703.00
24-inch Pipe, Sta. 1614+00	300 lin.ft.	8.20	2,460.00
30-inch, 10-gage, Corrugated Steel or Extra Strength Concrete Pipe	270 lin.ft.	13.75	3,712.50
30-inch Pipe, Sta. 1599+43	220 lin.ft.	13.75	3,025.00
36-inch Pipe, Sta. "A" 1+45	210 lin.ft.	14.85	3,118.50
72-inch Corrugated Steel Pipe, 8 gage	160 lin.ft.	41.00	6,560.00
6-inch Perforated Steel Drain Pipe	3,010 lin.ft.	2.00	6,020.00
6-inch Perforated Metal Drain Pipe	4,760 lin.ft.	2.00	9,520.00

8-inch Perforated Metal Drain Pipe	1,630	lin.ft.	$ 2.20	$ 3,586.00
10-inch Perforated Metal Drain Pipe	1,760	lin.ft.	2.40	4,224.00
Special Backfill in Drains	1,120	cu.yd.	7.00	7,840.00
Salvage and Reinstall Culvert Pipe	70	lin.ft.	7.00	490.00
18-inch Culvert End Sections	8	only	40.00	320.00
24-inch Culvert End Sections	2	only	55.00	110.00
30-inch Culvert End Sections	2	only	89.00	178.00
36-inch Culvert End Sections	2	only	130.00	260.00
Guard Rail	9,600	lin.ft.	2.50	24,000.00
Rail End Pieces	28	only	4.25	119.00
Guide Posts, M-1	100	only	6.90	690.00
Loose Riprap	380	cu.yd.	7.00	2,660.00
Salvage and Reinstall Cattle Guard	All Required			300.00
3/4" - 0 Material in Base	9,100	ton	3.85	35,035.00
Material in Base	70,700	ton	3.37	231,189.00
Sprinkling	2,260	M-gal.	3.00	6,780.00
SS-1 Sprinkling	11,000	gal.	0.30	3,300.00
Preparation of Base	2.25	mile	500.00	1,125.00
3/4" - 0 Material in Binder Course	380	cu.yd.	6.00	2,280.00
RC-250 Asphalt	60	ton	55.00	3,300.00
Asphaltic Concrete Mixture	11,300	ton	6.60	74,580.00
Asphalt in Mixture	620	ton	33.00	20,460.00
Extra for Paving Approaches	16	only	30.00	540.00
				$ 969,672.50
Flagging (57½ of Contractor's Cost)	All Required			$ 3,000.00
Seeding and Mulching	All Required			5,980.00
Signing	All Required			300.00
				$ 9,280.00
	Subtotal			$ 979,452.50
	10% Engr. & Cont.			97,945.25
	Total			$1,077,397.75

Length of Roadway - - - - - - - 2.254 Miles
Cost of Roadway Per Mile- - - $478,012.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
ROW	$ 4,000.00	$ 2,400.00	$ 1,600.00
Roadway	1,077,441.00	678,600.00	398,841.00
	$1,081,441.00	$681,000.00	$400,441.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Work Retained by P.U. & R. Status

Description	Total Cost	Federal Funds	State Funds
Utilities			
Work by Commonwealth Power Co.	$12,100.00	$7,600.00	$4,500.00
Work by Pioneer Telephone Co.	825.00	500.00	325.00
	$12,925.00	$8,100.00	$4,825.00

*Note: ROW consists of displaced persons assistance:

3 Families	$ 600.00
2 Businesses	3,600.00

Oregon State Highway Department

Federal-Aid
Project No. F-150(11)

WEST UNIT, CAST BANK SUMMIT SECTION

OF THE COASTAL RE-ROUTE HIGHWAY IN

LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon July 26, 1963

Type Code N.S.H.

Assistance to Displaced Persons*	All Req.		$ 4,000.00

Type Code 6202
Roadway (Sta. 1538+00 to Sta. 1657+02)

Clearing and Grubbing	All Req.		$ 50,000.00
Drainage Excavation, Unclassified	5,940 cu.yds.	$ 3.00	17,820.00
General Excavation, Unclassified	848,000 cu.yds.	0.35	288,300.00
Embankment Foundation Excavation, Unclassified	7,000 cu.yds.	0.80	5,600.00
Short Overhaul	3,200,000 yd.sta.	0.01	32,000.00
Long Overhaul	109,300 C-yd.sta.	0.35	38,255.00
Finishing Roadbed and Slopes	2.25 miles	1,500.00	3,375.00
Rounding Cutbanks	5,200 lin.ft.	0.20	1,040.00
12-inch Culvert Pipe	480 lin.ft.	2.50	1,200.00
18-inch Culvert Pipe	480 lin.ft.	4.50	2,160.00
24-inch Culvert Pipe	70 lin.ft.	6.00	420.00
30-inch Culvert Pipe	130 lin.ft.	7.50	975.00
36-inch Culvert Pipe	100 lin.ft.	16.00	1,600.00
60-inch Culvert Pipe	80 lin.ft.	33.00	2,640.00
18-inch Corrugated Steel or Concrete Pipe	210 lin.ft.	4.50	945.00
24-inch Corrugated Steel or Concrete Pipe	140 lin.ft.	8.00	1,120.00
24-inch Pipe, Sta. 1577+00	260 lin.ft.	8.00	2,080.00
24-inch Pipe, Sta. 1614+00	300 lin.ft.	8.00	2,400.00
30-inch 10 Gage Corrugated Steel or Extra Strength Concrete Pipe	270 lin.ft.	12.00	3,240.00
30-inch Pipe, Sta. 1599+43	220 lin.ft.	12.00	2,640.00
36-inch Pipe, Sta. "A"1+45	210 lin.ft.	16.00	3,360.00
72-inch Corrugated Steel Pipe, 8 Gage	160 lin.ft.	45.00	7,200.00
6-inch Perforated Steel Drain Pipe	3,010 lin.ft.	2.00	6,020.00
6-inch Perforated Metal Drain Pipe	4,760 lin.ft.	2.00	9,520.00
8-inch Perforated Metal Drain Pipe	1,630 lin.ft.	2.50	4,075.00
10-inch Perforated Metal Drain Pipe	1,760 lin.ft.	3.00	5,280.00
Special Backfill in Drains	1,120 cu.yds.	7.00	7,840.00
Salvage and Reinstall Culvert Pipe	70 lin.ft.	4.00	280.00

18-inch Culvert End Sections	8 only	$ 36.00	$ 288.00
24-inch Culvert End Sections	2 only	50.00	100.00
30-inch Culvert End Sections	2 only	85.00	170.00
36-inch Culvert End Sections	2 only	130.00	260.00
Guard Rail	9,600 lin.ft.	2.50	24,000.00
Rail End Pieces	28 only	4.50	126.00
Guide Posts, W-1	100 only	7.50	750.00
Loose Riprap	380 cu.yds.	8.50	3,230.00
Salvage and Reinstall Cattle Guard	All Req.		200.00
3/4"-0 Material in Base	9,100 tons	3.60	32,760.00
Material in Base	70,700 tons	3.25	229,775.00
Sprinkling	2,240 M-gals.	3.00	6,720.00
SS-1 Sprinkling	11,000 gals.	0.30	3,300.00
Preparation of Base	2.25 miles	400.00	900.00
3/4"-0 Material in Binder Course	380 cu.yds.	6.25	2,375.00
RC-250 Asphalt	60 tons	45.00	2,700.00
Asphaltic Concrete Mixture	11,300 tons	6.00	67,800.00
Asphalt in Mixture	620 tons	32.00	19,840.00
Extra for Paving Approaches	18 only	35.00	630.00
			$ 895,309.00
Flagging (57½% of Contractor's Cost)	All Req.		$ 3,000.00
Seeding and Mulching	All Req.		5,920.00
Signing	All Req.		900.00
			$ 9,820.00
Utilities			
Work by Consumers Power Co.	All Req.		$ 11,000.00
Work by Pioneer Telephone Co.	All Req.		750.00
			$ 11,750.00
	Subtotal		$ 916,879.00
	10% Engr. & Cont.		91,687.00
	Total		$1,008,566.00

Length of Roadway - - - - - - - - - 2.254 miles
Cost of Roadway Per Mile - - - - - $447,456.07

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds
R.O.W.	$ 4,000.00	$ 2,400.00	$ 1,600.00
Roadway	1,008,566.00	635,300.00	373,266.00
	$1,012,566.00	$637,700.00	$374,866.00

*Note 3 Families $ 400.00
2 Businesses 3,600.00

RECEIVED
JAN 27 1966
FOR FILING
F 150 (11)

C. R. O'NEIL
GENERAL CONTRACTOR
895-2911
ROUTE 2, BOX 95
CRESWELL, OREGON 97426

January 11, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Contract No. 6330
West Unit, Coast Range
Summit Section

Dear Sir:

I am in receipt of your letter dated December 14, 1965, whereby the Commission granted only 87 additional days to complete the above contract, whereas I had requested 119-days without liquidated damages.

I am therefore requesting this matter be given further consideration in allowing the additional 32 days.

The following information given was not presented in my previous request, as I assumed it would have been furnished by the Engineer.

This job was started September 12, 1963, and a considerable amount of grading was performed before heavy rains shut us down. Grading operations could have resumed at least 60-days earlier at the cut, Station 1625+00 had the fill slide at approximate station 1614+00 not occurred in January of 1964.

It was not until March 6, 1964 when a State owned drill was moved in to try and determine some method for correcting the slide. Then not until May 7, 1964 did the Engineer inform us they had decided,(causing a 60-day delay) how the fill should be rebuilt, except we would have to wait for a force account order. It was not until June 29th. were we permitted to resume work in that area, due to acquiring additional Right of way, etc. which caused another 50-day delay.

We also experienced considerable inconvenience for the delay of the Consumer Power Co. in moving their lines throughout the entire length of the project. We had to work around the utility poles throughout the entire clearing operation, and considerable time during the grading, the power Company did not move their poles from the grading areas until May 4, 1964.

C. R. O'NEIL

GENERAL CONTRACTOR

895-2911

ROUTE 2, BOX 95

CRESWELL, OREGON 97426

Had it not been for the numerous delays, indicisions, etc. this project could, and would have been completed prior to the original completion date. I would also like to mention at the start of grading operations in September 1963 we were on a 2-shift basis. In the spring and summer of 1964 it was impossible to work 2-shifts or add additional equipment due to the above mentioned delays, etc.

I might also mention that this project overrun the original contract by 26%.

I, therefore, request this matter be given further, and favorable consideration.

Very truly yours,

C. R. O'Neil

RECEIVED
JAN 10 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 6 - 1966

FORM DOT-1
(11-63)
(Prev. by A.O. 300-10)

UNITED STATES GOVERNMENT

Memorandum

F-150(11)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 4, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project F-150(11)
Coast Range Summit Section, Corvallis-Newport Highway
Use of Pneumatic-Tired Rollers for Breakdown Rolling of AC Pavements

Our Washington office has expressed an interest in the results obtained from the use of a pneumatic-tired roller for breakdown rolling on the top lift of AC pavement as was done on subject project and others in the State of Oregon during the past construction season. They indicated particular interest in the compaction results and surface smoothness.

We would appreciate your comments on these two items as well as any other significant information you may have obtained while experimenting with this type of rolling. An early reply would be appreciated.

orig to Morgan
copy to Young
1-5-66

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEC 21 1965

FILING

F-168(11)

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6330

CLASSIFICATION

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 20, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1)
Newport-Corvallis Sections
Corvallis-Newport Highway

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 9, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated permanent restoration work on 55.98 (intermittent) miles of roadway at a total estimated negotiated contract amount of $19,786.00 and State force account work amount of $21,051.00. Estimated emergency fund participation is to be (at regular pro rata share) or $25,911.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on May 25, 1965. We concurred in the contract awards for Pioneer Mtn. and Toledo Slide Sections on April 27 and November 9, 1965.

Enclosures

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Wanchs.
By Asst. State Hwy. Engr.
12-22-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

[illegible]

[illegible]

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Tyee Cod. P.E.
Engineering Inspring
Tyee Code (201
Pioneer Mtn. Unit (Sta. 490+00 to Sta. 630+00) (Contract No. 6579)

Special Backfill in Drains	130 cu.yds.	$ 9.00	$ 1,[illegible]
Moving Costs	All Required		22,000.00
Power Shovel, 2½ cu.yd.	155 hrs.	32.00	4,960.00
Power Shovel, 3/4 cu.yd. with attachments	440 hrs.	24.50	10,780.00
Loader, Front End (Wheel Type) 4 cu.yd.	175 hrs.	35.00	6,125.00
Trucks, Dump, 10 cu.yd.	2,300 hrs.	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hrs.	26.00	52,000.00
Tractor (150 H.P.) Dozer & Power Winch	600 hrs.	23.00	13,800.00
Tractor (75 H.P.(with Dozer	150 hrs.	15.00	2,250.00
Tractor, 2-wheel and 2-wheel Scraper (400 H.P.)	1,100 hrs.	38.00	41,800.00
Blade Grader (23,500 lbs.)	50 hrs.	17.50	875.00
Drill, Track-Mounted	140 hrs.	17.00	2,380.00
Air Compressor (600 cu.ft.) with Attachments	160 hrs.	16.00	2,560.00
Crane, Truck-Mounted, 35 ton	100 hrs.	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hrs.	8.50	1,445.00
Explosives	13,500 lb.	0.75	10,125.00
Laborer	550 hrs.	5.00	2,750.00
3/4" - 0 Material in Base	230 cu.yds.	6.00	1,380.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.25	1,625.00
A.C. Concrete Curb	660 lin.ft.	1.25	825.00
Guard Rail	550 lin.ft.	4.00	2,200.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	3.50	1,050.00
Type 2 Fence	130 rod	12.00	1,560.00
			$233,695.75

Oregon State Highway Department

Seeding and Mulching

Subtotal	$24,[illegible]
Engr. & Cont.	24,[illegible]
Total	$265,315.00

Price Agreement No. 2 approved on Project No. F-150(11)
(Sta. 160+00 to Sta. 1632+00)

Clearing and Grubbing	All Required		$ 4,500.00
Drainage Excavation	475 cu.yd.	$ 2.75	1,306.25
General Excavation	125,000 cu.yd.	0.40	50,000.00
Short Overhaul	200,000 yd.sta.	0.0075	1,500.00
Long Overhaul	100 "C" yd.sta.	0.35	35.00
Finish Roadbed and Slopes	0.32 mile	1200.00	384.00
Rounding Cutbanks	1,100 lin.ft.	0.20	220.00
18" Metal Drain Pipe, Asphalt-Coated	330 lin.ft.	4.15	1,369.50
42" Half-Circle Steel Flume, Asphalt-Coated	135 lin.ft.	12.00	1,620.00
6" Perf. Steel Drain Pipe, Uncoated	374 lin.ft.	2.00	748.00
10" Perf. Metal Drain Pipe, Uncoated	620 lin.ft.	2.40	1,488.00
12" Perf. Metal Drain Pipe, Uncoated	1,060 lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,430 cu.yds.	7.00	10,010.00
Filter Blanket	840 cu.yd.	5.50	4,620.00
Quarry-Run Rock in Place	10,340 cu.yds.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	115 each	8.00	920.00
Material in Subbase	3,600 tons	3.37	12,132.00
3/4"-0 Material in Base	400 tons	3.95	1,580.00
Sprinkling	70 M-gals.	3.00	210.00
Asphaltic Concrete Mixture	300 tons	6.60	1,980.00
Asphalt in Mixture	18 tons	33.00	594.00
			$155,507.75
	Engr. & Cont.		15,550.25
	Total		$171,058.00

Item Code 6204
Erosion Control Correction (Sta. 24+64.77 to Sta. 249+70)(Sta. 2512+60 to Sta. 2525+70)(Sta. 2527+00 to Sta. 2537+00) (Contract No. 6715)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	5,600 cu.yd.	$ 1.00	5,600.00

Embankment Foundation Excavation, Unclassified	[illegible] c.y.	[illegible]	[illegible]
Roc: Embankment in Place	[illegible] cu.yd.	[illegible]	[illegible]
Finishing Roadbed and Slopes	[illegible] Required		[illegible]
Trench Excavation	550 cu.yd.	4.00	2,200.00
Special Backfill in Drains	240 cu.yd.	6.00	1,440.00
Watering	110 M-gal.	3.50	385.00
SS-1 Asphalt in Watering	700 gal.	0.50	350.00
Stone Base	3,100 cu.yd.	5.00	15,500.00
3/4"-0 Material in Base	420 cu.yd.	5.25	2,205.00
Class "B" Asphalt Concrete	990 ton	13.00	10,790.00
Class "D" Asphalt Concrete	150 ton	13.00	1,950.00
12-inch Culvert Pipe	200 lin.ft.	3.25	650.00
18-inch Culvert Pipe	500 lin.ft.	4.58	2,290.00
24-inch Culvert Pipe	4 lin.ft.	10.00	40.00
3-inch Drain Pipe	1,080 lin.ft.	2.50	2,700.00
Concrete Inlets, Type C-1	1 only	150.00	150.00
Concrete Inlets, Type C-2	2 only	200.00	400.00
Extra for A.C. Concrete Approaches	9 only	35.00	315.00
A.C. Concrete Curbs	440 lin.ft.	1.00	440.00
Guide Posts, A-1	26 only	10.00	260.00
Detour Wearing Surface	1,300 sq.yd.	2.00	2,600.00
			$ 97,544.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,500.00
Tack Coat	All Required		100.00
Replace Water Supply	All Required		2,000.00
Seeding and Mulching	All Required		400.00
Slide Removal	All Required		7,500.00
Horizontal Drains	All Required		3,000.00
Lime Fill Vertical Drains	All Required		20,000.00
			$ 34,500.00
Utilities			
Work by Pacific N.W. Bell	All Required		$ 672.80
			$ 672.80
	Subtotal		$ 132,716.80
	Engr. & Cont.		13,271.20
	Total		$ 145,988.00

Oregon State Highway Department

Area Code 7106
Flood Damage, Temporary and Permanent (A. C. No. 21-M.)

Temporary:
Negotiated Equipment, Labor and Materials — All Required — $ 19,236.56
State Force Equipment, Labor and Materials — All Required — 20,494.44
$ 39,733.00

Permanent
Approved State Force Order #1 — All Required — $ 4,000.00

Subtotal $ 43,73...
Engr. & Cont. 1,500.00
Total $ 45,233.00

Length of Roadway - - - - - - - - - - -55.93 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Pioneer Mountain Unit	265,315.00	163,342.00	96,973.00
Price Agreement #2	171,058.00	108,537.00	62,521.00
Toledo Slide Correction	145,983.00	92,629.00	53,359.00
Temporary and Permanent Repair by State Forces	45,233.00	28,703.00	16,535.00
	$623,599.00	$393,846.00	$229,753.00

Prefix: 21-1078, 2-4403, 21-4510, 21-4710 D, 21-1071, 2-4503, 21-1034, 21-4410

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

No Phase 1 Report was submitted on this project. We used bills submitted to us by contractors to arrive at the negotiated equipment, labor and materials and charges on the cost book to arrive at the State Force equipment, labor and materials which is the most accurate information we have at this time. There are no D.M.S. charges included in this estimate.

[illegible]

[illegible]

Work by Pacific Northwest Rail Company

Labor	$ 449.00	
Overhead	154.00	
Materials	167.00	
Salvage	(3.00)	
Equipment	74.00	
		$ 841.00
80% State Share		$ 672.00

RECEIVED
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FOR FILING

F-150 (11)

6120

November 24, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 7
December 14, 1965 Meeting

Gentlemen:

O. R. O'Neil, contractor on the West Unit, Coast Range Summit Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 6330, requests that the completion date of this work be extended to September 10, 1965. The contract was awarded on October 29, 1963, with a specified completion date of October 31, 1964. Because of winter weather conditions, the project was shut down from November 7, 1964, to June 1, 1965.

Slide repair work in the fall of 1964 justified an extension of 26 days and repair from the December 1964 and January 1965 storms was a major operation and justified an additional 59 days - a total of 87 days.

The actual overrun on the project was 118 days, which would mean a penalty assessment of 31 days or $6,510 in liquidated damages.

The matter will be on the agenda for the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

RLP:ms bg

E—220 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 14, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 1, 1965 to Sept. 15, 1965 original days, within which to complete our Contract No. 6130, without the assessment of liquidated damages. The said contract is described as follows: Grading and Paving, 4, Unit, Coast Range Summit Section of the Corvallis-Newport Highway, Lincoln County, Ore.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Additional work
2. Slides
3. Delay caused in acquiring additional right of way in Slide Area.
4. 26% increase over the original contract.

Respectfully submitted,

C. A. O'Neil
Contractor

By C A O'Neil

CONSENT OF SURETY

Date OCTOBER 18, 19 65

We, GREAT AMERICAN INSURANCE COMPANY

412 Failing Building, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Frederick
COUNTERSIGNED: [illegible] INSURANCE Co.
BY: Frederick
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6330 Contractor C. N. O'Neil

Highway Corvallis-Lexport

Section ast Unit, Coast Range Summit

Kind of Work Grading and Paving

It is recommended that the request for extension of the completion date ~~increase in the number of workdays~~ within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Flood repair work justifies an extension of 35 days. Asphaltic concrete curb construction justifies 4 days.

Recommended for Approval:

R.D. Asbury
Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6330

Project designation F-150 (11)

Date awarded State-Federal August 27, 1963

Work started Sept. 16, 1963

Per cent completed 100- Sept. 10, 1965

No. of Workdays Allowed Date Comp. Date Aug. 31, 1964

No. of Workdays Used Not Applicable

No. of Added Workdays Requested 7-30-65

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: W. Unit, Coast Range Summit	WEEK ENDING: 19 November, 1965	
	SECTION PREFIX: 21-1071	
HIGHWAY: Corvallis-Newport	COUNTY: Lincoln	
NAME OF JOB: W. Unit, Coast Range Summit	KIND OF WORK: Grading & Paving	
CONTRACTOR: C. R. O'Neil	CONTRACT NUMBER: 6330	FEDERAL AID PROJECT NUMBER: F-150(11)
DATE OF CONTRACT: August 29, 1963	DATE WORK STARTED: 16 September, 1963	ESTIMATED COMPLETION DATE: —
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 31 August, 1964	PERCENT OF TIME ELAPSED: —
PROJECT AUTHORIZATION: $ 1,336,437.81	ENGINEERING AUTHORIZATION: $ 100,515.31	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,235,922.50	ENGINEERING COST TO DATE: $ 96,046.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,237,804.53	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: 10 September, 1965
ESTIMATED PERCENT OVERRUN XXXXXXX: 0.1 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100	100	100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.31	2.31			2.31
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.31	2.31			2.31
TOTAL ESTIMATED QUANTITIES (CONTRACT)	938,000	83,800			11,600
TOTAL QUANTITIES CORRECTED TO DATE	1,015,679	95,443			12,198
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,015,679	95,443			12,198
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast			
TUESDAY	Clear			
WEDNESDAY	Ptly. Cldy.			
THURSDAY	Cloudy			
FRIDAY	Ptly. Cldy.			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No work performed by Contractor.
TUESDAY	Same as Monday.
WEDNESDAY	Same as Monday.
THURSDAY	Same as Monday.
FRIDAY	Same as Monday.
SATURDAY	

REMARKS

Office staff working on computations for Semi-final Estimate. Cost Report and Estimate with supporting data was turned in to Salem Office on Friday. Balance of material will be turned in the first part of next week.

This is the final Weekly Estimate.

SIGNED W. E. Simmons LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
NOV 3 - 1965
FOR FILING
6330

November 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: West Unit, Coast Range Summit Section, Corvallis-Newport Highway, Inspection-in-Depth Report, 08-33.4-DB

Dear Sir:

The following action has been taken regarding recommendations made relative to this project as follows:

RECOMMENDATIONS 1, 2 and 6: These recommendations have been brought to the attention of the Division Office for immediate correction on present and future projects.

At the time this inspection was made, inspection personnel were, of necessity, spread pretty thin due to the number of projects being brought to completion and additional inspection personnel were brought in from other divisions, insofar as was practical, to help alleviate this situation.

There is, of course, no excuse for failure of the Resident Engineer to maintain the required project diary and the importance of this is being brought to all the Residents' attention by letter.

The matter of project personnel conforming to the requirements regarding sampling and testing procedures is a recurring one requiring constant personal instruction and checking. This matter will also be brought to the attention of all field personnel by letter and during this winter's schooling. A clearer description of sampling and testing procedures will also be included in our revised inspection and testing manual and should also help alleviate this problem in the future.

RECOMMENDATIONS 3, 4 and 5: These recommendations will be taken under consideration.

It is agreed the sequence recommended for withdrawal of the various sized aggregates from the hot bins is the most common and generally accepted practice. However, this is not always the case and the important fact is the thorough mixing of the materials and not the individual steps which may help obtain this. Your report indicates the mixing time was sufficient.

The establishment of a procedure to preserve aggregates that have been crushed, tested and accepted as recommended is certainly desirable but not always practical. This problem is not unique to this project, but is encountered in all areas where materials are obtained from commercial plants. These producers are furnishing materials to other parties and often do not have sufficient storage space to set aside designated piles for the exclusive use of the State. The only practical solution then is the testing of these materials when we actually use them. Continual testing is not always practical as we would then be testing materials never used by us. A continual testing procedure is used on concrete aggregates from major suppliers in the Portland area as these are used the year round. The acceptance on delivery by manufacturer's certification is made. To apply this method to A. C. aggregates, which are used more seasonally, and on a statewide basis would prove more costly than present procedures.

Our present method of sampling of the asphaltic concrete mix for gradation of the aggregate in the combined mix has been the only method we have found so far which will give consistant results. The size of sample taken from the roadway is representative of the final product and compares closely with minimum area requirements recommended by AASHO for compacted mixtures. It eliminates the necessity of reheating the sample for reduction to the 1,000 gram test portion required by AASHO for testing Bitumen Content of paving mixture. AASHO T 164 states mineral matter recovered from this test can be used for sieve analysis. Generally more than one sample is taken which serves the two main purposes required of this test:

(1) Individual samples can be used to ascertain periodic variations of the mixture.

(2) The combined totals give a good representation of the average mixture produced during the day.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. N. Young
R. D. Asburry

MDG:fp srb

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Fred Klaboe, Ass't. State Highway Engineer

DATE: October 20, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-150(11)
West Unit, Coast Range Summit
Corvallis-Newport Highway
Inspection-in-Depth Report

Transmitted herewith is an inspection-in-depth report covering the asphaltic concrete paving phase of subject project. Your review and comments relative to the findings and recommendations are requested.

Attachment

RECEIVED
OCT 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Report No. 35-65-EID-11

FORM PR-33D (8-64) cc: OSHD(Klaboe)
File 439
Admin Mgr.
Region(3 copies) Wash DC

3. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
1	Oregon	F-150(11)
DATE OF INSPECTION	PHASE(S) INSPECTED	
8-19&24-65	Asphaltic Concrete Paving	
INSPECTION MADE BY	IN COMPANY WITH	
Glenn K. Hossner, Area Engr		
REPORT PREPARED BY		
Glenn K. Hossner, Area Engr		

PROJECT INCLUDES

[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [ ] MAJOR STRUCTURES [ ] OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
C. R. O'Neil * Creswell, Oregon	$ 969,672.50
	PROJECT STATUS (Percent complete) 92%

LOCATION The project is located along the Corvallis-Newport Highway (US 20) Federal-aid Primary Route No. 22 in Lincoln County, beginning Approximately 5.8 miles easterly of the community of Eddyville and ending approximately 3.3 miles west of the Benton Co. Line. The project begins at Sta 1538+00 and ends at Sta 1660+00.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

WEST UNIT, COAST RANGE SUMMIT SECTION
CORVALLIS-NEWPORT HWY
Grading & Paving

Preliminary review of plans	2 hours
Travel	8 hours
Field inspection	6 hours
Write-up	10 hours
Total Time	26 hours

*Builders Supply Company of Corvallis, Oregon is the subcontractor for the base surfacing and paving items on this project.

(1) SUMMARY OF FINDINGS

1. Testing and materials control were generally being accomplished in conformance with the State's established proceedures.

2. Personnel assigned to materials control were adequately trained and knowledgeable of their work. However, the testing operations were generally understaffed.

(more)

USCOMM-DC 9221-P64

3. Testing equipment and contractor furnished laboratory were considered satisfactory.

4. Tests results for quality of the materials source were in project files.

5. Rolling equipment was weighed by project personnel before use on the project. Recorded weights indicate compliance with minimum requirements regarding ground pressure by the compression roll, or rolls. Tire pressures on the pneumatic roller were also checked and documented by project personnel.

6. Project records were found to be satisfactory except for lack of an individual project diary, which is, according to the State's Manual of Instruction, to be maintained by the resident engineer for each separate contract under his supervision.

Morgan
no excuse
for this!
handle

7. The time cycle control box on the asphalt paving plant was equipped with the required hasp and staple but was not provided with the optional padlock.

8. Sequence of aggregate withdrawal from hot bins was not in accordance with recommended practice of withdrawing the coarse bins first followed by the finer bins.

9. Insufficient project personnel to provide continuous inspection at asphalt paving plant during production of asphaltic concrete.

10. Samples for determination of combined gradation of asphaltic concrete aggregation were in accordance with the State's established procedures which require a 1,000 gram sample to be used. However, this size sample is too small to be representative for a 3/4 - inch maximum sized aggregate according to AASHO requirements.

11. Additional engineering costs were incurred to provide personnel for testing of asphaltic concrete aggregates necessary to replace previously tested and stockpiled material subsequently contaminated by the subcontractor.

12. The truck scales which were being used on subject. project had been recently tested and sealed.

(more)

13. Full time inspection of contractor's crushing operation was not being provided on adjacent Federal-aid Project S-119(11). An inspector was assigned 10 hours during contractor's 16-hour operation. Too, Samples of the 1 1/2" - 0 base rock being tested by the inspector did not meet the minimum size sample recommended by AASHO, and included in the State's Field Job Control Manual. AASHO T-27 requires a minimum size sample of 15,000 grams for sieve analysis on a 1 1/2" - o material. This 15,000 gram test sample is to be obtained from a 70-pound field sample according to AASHO T-2. A 20-pound sample was being used on this secondary project.

(2) RECOMMENDATIONS

1. That sufficient inspection personnel be assigned to construction projects to provide full time inspection of the contractor's crusher and/or asphalt paving plant during periods of operation.

2. Resident Engineers be required to maitain a daily diary for each contract under his supervision in accordec ance with governing instructions.

3. That paving contractor be required to withdraw the hot aggregates in proper sequence to insure best possible mixing and blending of the aggregates in the asphaltic concrete mix.

4, Procedures be established to preserve aggregates that have been crushed by the contractor and tested and accepted by the engineer for use on highway projects. A possible deterrent would be to charge the contractor for the additional testing costs of material to replace previously tested and and accepted material that is subsequently used by the contractor for other purposes or willfully contaminated.

5. That consideration be given to revising specified procedures for sampling of the asphaltic concrete aggregates for gradation determination of the combined aggregates. Sampling and testing the size sample required by AASHO from a dry-batch is suggested.

6. That project personnel be requiredkto conform with the requirements regarding sampling and testing procedures

(more)

set forth in the State's Field Job Control Manual of Instructions, unless specific instructions are written and approved to the contrary.

(3) DETAILED REPORT OF INSPECTION

Status of Project:

The project was approximately 95 percent complete at the time of this inspection. Remaining work consisted primarily of completing the top lift of asphaltic concrete pavement, hanging and painting of guardrail, construction of the AC curb, paved waterways, and down drains, and installing the remaining paddle board guide posts.

The project provided for an August 31, 1964 completion date. Current indications are that the project will be completed the early part of September this year. The situation regarding the contract time on this project is well documented in the project files.

Project Records:

A review of project records including the Plant Inspector's Diary, the Daily Plant Inspector's Report, the General Daily Progress Report(prepared by the street inspector), the Weight Memos, and Weight Tickets indicated that pertinent information concerning the asphaltic paving work on this project was being well documented. These records are maintained currently, are legible, and conform to established OSHD practices, with exception of the Resident Engineer Diary.

The OSHD Construction Manual requires the Resident Engineer to keep a diary for each contract under his supervision for recording daily matters of importance regarding the project. The Resident Engineer on this project does not maintain a Resident Engineer diary on each individual contract, but rather keeps an office diary in which he enters pertinent information regarding any project under his supervision. This is supplemented by the inspector's project diaries and memorandums to the file by the Resident Engineer. While it appears that this method is generally satisfactory in recording pertinent project information it is contrary to governing instructions, and does not lend itself to filing of all pertinent data with the individual project records.

(more)

Quality Tests on Materials Source:

The materials for the base surfacing and asphaltic pavement aggregates on this project were obtained from Willamette River deposits of gravel, and in particular the commercial establishment known as the Builder Supply Company located easterly of Corvallis, Oregon. This source has been used quite extensively for base surfacing and paving aggregates in highway construction in this immediate area. Rock of suitable quality was not available in the immediate area of the project.

Necessary tests were made on the quality of the materials from this source prior to use on this project and the test results were on file at the project office.

Asphalt Paving Plant:

The contractor's asphalt paving plant consists of a 4,000# manually controlled Standard batch plant permanently installed at the Builders Supply commercial location easterly of Corvallis, Oregon. The plant set up includes the necessary cold feed bins, aggregate dryer, dust collector, and asphalt storage tanks.

The contractor used a 4-bin(3/4" - 1/2", 1/2" - 1/4", 1/4"- 0 and muck sand) for metering thecold aggregates into the drying unit. After drying, the aggregates were screened into separate compartments with the following gradation:

Bin 1	#10 minus
2	1/4" - #10
3	1/2" - 1/4"
4	3/4" - 1/2"

Batching of the aggregates was controlled by manual operation with a time lock device to control the minimum mixing cycle. The plant was also equipped with the necessary heat indicators to show the temperatures of the dried aggregate and asphaltic cement.

The contractor's paving plant was in good repair. However, minor difficulties were being experienced with the drying unit. The contractor increased the size of the burner this year and indications were that the exhaust fan was not adequate. Between the first and second inspection the contractor increased the exhaust fan motor by 25 hp and it appears that this additional blower capacity corrected the burner problem.

(more)

Time Lock Device:

The contractor's plant was equipped with the required time lock device for controlling the mixing cycles of the individual batch of asphaltic concrete. The timing device was enclosed in a control box equipped with a hasp and staple which could be locked at the discretion of the engineer.

The time cycle was set for a 35-second mix. A manual time check indicated that the batching sequence was requiring 40 to 45 seconds, so the required 35-second minimum mixing time was not a problem on this project. A check of the manual controls on this plant indicated that the time cycles could not be overridden by the manual operator.

Asphalt Paving Plant Inspection:

Mr. Andrew Patapoff, Engineering Technician 2, was assigned to this project as asphalt paving plant inspector. Mr. Patapoff has been with the State Highway Department 4 1/2 years and has worked in the capacity of paving plant inspector during the past 3 seasons. He is one of the roving paving inspectors assigned to Division II, and is used in this capacity during the paving season.

Mr. Patapoff is a qualified soils, aggregate, and paving inspector. He has attended at least one training session each spring since 1963, dealing with testing of soils, aggregates, and asphalt. Under the State's new Certificate of Merit system he has been certified for each of the three categories.

Mr. Patapoff was the only man assigned to the paving plant. His duties consist of overseeing the plant operations, obtaining necessary control samples, and performing required job control tests on the asphaltic concrete mix. Because of his many and varied duties the inspector was unable to devote full time to inspection at the asphaltic concrete plant site. On this project the material was being placed on the road way approximately 30 miles from the plant site, and when necessary to obtain a sample of asphaltic concrete from the roadway for testing purpose the paving plant was left unattended for periods in excess of 1 1/2 hours. During the course of this inspection the plant was left without a State inspector for a period of approximately 2 hours while the State plant inspector traveled to the project to obtain a sample from the roadway for an asphalt extraction test.

(more)

Bin Withdrawal Sequence:

It was noted that the contractor's batch man was not withdrawing the dried aggregates for the combined mix in a proper sequence. The most common and generally accepted practice is to withdraw the coarse aggregates first, followed by the finer gradations and then the asphaltic cement. On this project the contractor is withdrawing the 1/4" - 0 material first and then the coarse aggregates. Withdrawal of the aggregates in the proper sequence permits some mixing of the aggregates as it is discharged into the mixer, and too it deposits the coarse aggregates in the bottom of the mixer and thus assures a more thorough blend of the aggregates.

Project Test Equipment and Laboratory Facilities:

The project was adequately equipped with testing equipment necessary to perform project control testing. Testing equipment assigned to this project included an 18-inch rock shaker, an 8-inch Cenco-Meinzer sieve shaker, a sand equivalent kit, a Howe balance scale, an Ohaus gram scale, a Dulin Rotarex, a liquid limit device, an electric hot plate, two butane burners, and other incidental laboratory equipment.

The project testing laboratory furnished by the contractor consisted of a portion of a permanent building located at the contractor's commercial source. The laboratory had a concrete floor, was well lighted, had adequate bench space, and in general provided an excellent facility for field testing. The only drawback might be that the facility was poorly situated in relation to the location of the contractor's crusher and asphalt paving plant. It was impossible for the test man to observe either of these operations while performing tests in the field laboratory.

Gradation Control - AC Mix:

Testing of the Asphaltic Concrete Mix Was being performed in accordance with the State's established procedure as outlined in the Field Job Control Manual of Instructions. This procedure provides for sampling the AC mix from the roadway immediately behind the laydown machine. A 1000 gram sample of this material is then tested for asphalt content and gradation.

(more)

This is the only test made of the combined aggregates and consists of only a 1000 gram sample. AASHO provides for a minimum sized field sample of 30 pounds from which to obtain a 5000 gram sample for sieve analysis of a 3/4" - 0 material.

Sampling of Liquid Asphalt:

An 85 - 100 penetration grade paving asphalt was being used on this project. The asphalt was supplied by the Douglas Oil Company and delivered to the job in truck and trailer units. Upon delivery to the job site the asphalt was pumped into the contractor's storage tanks in the vicinity of the asphalt paving plant.

Samples of the liquid asphalt were obtained from each truck and trailer unit and retained as a check sample in case of failing samples from the storage tanks. Duplicate samples were taken from the feeder lines to the asphalt plant just prior to the addition of each new load of asphalt. This sample then represents the quantity of asphalt used since introduction of the previous load, plus that amount of asphalt remaining in the storage tanks. Samples were being taken by a contractor's representative under the supervision of the plant inspector.

During the course of this inspection the writer witnessed the sampling of the liquid asphalt from the storage tank, and this sample was submitted to the Central Laboratory for testing as a BPR record sample.

Weigh Memo Pay Ticket Procedure:

The loaded trucks were weighed across the contractor's truck scales located in the vicinity of the hot plant setup. The scales were of adequate length to weigh each hauling vehicle in a single weighing. The State scale man weighed the truck and issued a weigh memo to the truck driver, indicating the load number, time of weighing, gross, net, and tare weight, type of material, and project number, to be delivered to the street man. This load memo was initiated by the State scale man, and a running tabulation of the net weights was maintained at the scale house. Upon receipt of the weigh memo by the street man a pay ticket was issued. The street man also maintained a running tabulation of the net weights and these weights were then reconciled with the records of the scale man at the close of each day's production. This

(more)

is the normal procedure used by the State Highway Depar.- ment and is considered adequate to insure necessary proper controls.

It was noted that the contractor's scales had been recently inspected and sealed.

Transportation, Laydown & Composition:

The hot mix was being transported to the roadway by dump trucks equipped with suitable covers to minimize heat loss. Random checks, made by the street man, of the asphalt concrete mix at time of laydown indicated temperatures within specified requirements. These temperatures were being documented in the project records.

A Barber Greene paver equipped with an electronic control device was used for laydown of the asphaltic concrete. A 30-foot ski was being used for grade control on the upper lift.

A Ferguson rubber-tired roller was being used for breakdown followed by a three-wheeled(steel) Ingram roller and a tandom steel wheeled Galon roller for finsihing. The rollers had all been weighed by project personnel for conformance with contract requirements and the weights properly documented. The tire pressures of the pneumatic rollers were also periodically checked and recorded.

Project records indicate that the minimum compaction requirements were being obtained this year. The base lift, which was layed late last year, is slightly deficient in compaction.

Additiinal Testing Expenses:

The crushed aggregates for the Asphaltic Concrete Mixtures on this project were obtained from the Builders Supply commercial source near Corvallis. Necessary AC aggregates were crushed, tested, and stockpiled last construction season for use on this project. Due to the lateness of the season only the base lift of AC pavement was placed last season. The remaining tested material was then clearly delineated and was to remain in stockpile for use this season.

(more)

During the interim period the tested and accpetable material was contaminated by the contractor with other untested material. This necessitated rejection of this material by the Resident Engineer and the additional expense of having to provide a testing inspector while the replacement material was being produced, as well as establishment of a new job mix formula. No check was made on the additional cost of this testing, but it is extra engineering expense that would not have been required had the contractor preserved the integrity of the tested and stockpiled material.

Collateral Findings:

The testing inspector assigned to an adjacent Federal-Aid Secondary Project S-119(11), Willamette River - Orleans Section of the Corvallis-Lebonan Highway utilized the same test laboratory, for testing 1 1/2" - 0 base rock, as was used for testing the A.C. Mix on subject project. It developed that full time inspection of the contractor's crushing operation on this Secondary Project was not being provided. The contractor was crushing approximately 16 hours per day with inspection provided for approximately 10 hours. Too, the sample of 1 1/2" - 0 base rock being tested was approximately 20 pounds. AASHO T-27 requires a minimum size samplbe for sieve analysis on 1 1/2" - 0 material of 15,000 grams. The field sample from which this 15,000 gram sample is obtained should be a minimum of 70 pounds in accordance with AASHO T-2.

NOV - 65

FOR

Form CD-121 (11-63) (Prgs. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-150(11)

6330

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon Attn. Mr. Klaboe

DATE: October 29, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project F-150(11)
W. Unit, Coast Range Summit Section
Corvallis-Newport Highway

Mr. Klaboe's letter of October 12, 1965 requests our concurrence in waiving of liquidated damages on the subject project during the authorized suspension of work, because of adverse weather, from the close of work on November 7, 1964 to the resumption of work beginning June 1, 1965.

Inasmuch as the contract has not deleted your authority to suspend construction operations because of unfavorable weather or working conditions, and the suspension and resumption of work were properly authorized in writing, we concur that the contractor should not be penalized liquidated damages during such authorized suspension.

REFERRED TO
Young - Bond
By Asst. State Hwy. Engr
11-2-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 13 1965
FOR FILING
F-150 (11)

October 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
West Unit, Coast Range
Summit Section, Corvallis-
Newport Highway, Contract
No. 6330, 08-35.4DB

Dear Sir:

We have previously, at several different times, asked your concurrence in granting an extension of time on the subject project, the most recent being dated April 1, 1965.

The reasons justifying these requests have been in connection with extra work involved in slide repair. To date you have not concurred in any extension based on these reasons.

Your July 13 letter concerning a time extension on this project indicates that you recognize the validity of the work suspension procedure. This project is now complete and, in reviewing our file, we note that we have not formally advised you of a stop work order that was issued to the contractor on this project covering the time from November 7, 1964, to June 1, 1965. Copies of the letters imposing and removing this restriction are attached.

We now ask your concurrence in waiving the liquidated damages for this period.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Mr. Forrest Cooper
Mr. F. D. Morgan
Mr. C. H. Maison
Mr. R. L. Porter
Mr. L. H. Young
Mr. R. D. Asburry

JAB:bjm srb

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

21-1071

33-1-2-F

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 21, 1965

Mr. C. O. Neil
Route 2, Box 95
Creswell, Oregon

Subject: West Unit-Coast Range Summit Section
Corvallis-Newport Highway
Contract 6330

Dear Sir:

Due to inclement weather, a shutdown order was issued to you on the subject project as of November 7, 1964. This letter is official notice to you that said order will be rescinded as of June 1, 1965.

We realize that additional work over the original contract is necessary due to the storm damage sustained last year. The major portion of said additional work will have to be performed before the paving can be completed on this project. The additional time required to perform the above-mentioned additional work in an expeditious manner will be considered by this office in accordance with provisions contained in the special provisions for the project in the supplemental general provisions (green sheets), pages 6, 7 and 8.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc F. D. Morgan
W. E. Schwartz

CONSTRUCTION DIVISION
RECEIVED
MAY 24 1965
B W S

33-1-2-F

FORM S-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Newport, Oregon
November 16, 1964

RECEIVED
NOV 17 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. C. R. O'Neil
Route 2, Box 95
Crowell, Oregon

Builders Supply Co.
P.O. Box 69
Corvallis, Oregon

Western Guard Rail, Inc.
Route 1, Box 79A
Yoncalla, Oregon

re: W. Unit, Coast Range Summit
Corvallis—Newport Highway
Contract #6330

Gentlemen:

As of November 7, 1964, all work on the above named project has been suspended due to inclement weather. This date being the last day that it was possible to pave. Weather conditions have been such that to continue would have a detrimental effect on further paving.

No further work will be performed on this contract until weather conditions improve to a point where it is reasonable to expect that the work can be finished to Oregon State Highway standards. You will be notified in writing when work can be resumed.

Sincerely,

Wendell E. Schuarts
Resident Engineer
Newport, Oregon

cc: R. D. Asbury

CONSTRUCTION DIVISION
RECEIVED
DEC 3 1964
COS

Copy to Parkes 12-3-64

NOTED
J. G. CANFIELD

RECEIVED
OCT 11 1965
FOR FILES

Form CO-12
(11-63)
(Prea by A.P.R.(O))

UNITED STATES GOVERNMENT

Memorandum

(11)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 7, 1965

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dee, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon F-154(11)
West Unit, Coast Range Summit Section
Corvallis-Newport Highway

This office has reviewed the details on asphaltic concrete compaction results on the subject project as outlined in Mr. Glenn's letter of October 5, 1965. We agree that the necessity of providing for winter traffic justified the placement of the base course of AC pavement late in the season of last year even though low compaction results were obtained.

Based on core samples taken upon completion of the project indicating compliance with compaction requirements for the base course, we concur in the acceptance of the work as being in substantial conformance with specifications.

REFERRED TO
Asst. State Hwy. Engr.
10-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 6 - 1965
FOR FILING

October 5, 1965

Mr. C. B. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Sir:

Final inspection has been made by the Bureau of Public Roads on the West Unit, Coast Range Summit Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 6330, FA Project F-150(11).

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kinkee
Assistant State Highway Engineer

WGade Forrest Cooper
R. L. Porter
F. E. Kinkee
C. H. Nelson
F. D. Morgan
L. H. Young

RECEIVED
OCT 8 - 1965
COMMISSIONERS
GUY J. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: West Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330
Asphaltic Concrete Compaction Results

Dear Sir:

The grading and base rock surfacing on this project was not completed until late in the construction season. In view of the necessity of providing a suitable surface for the winter traffic, it was thought advisable to at least complete the base course of the asphaltic concrete pavement. This was done with the placement of the base course commencing on November 2 and completion on November 17, 1964. The contractor was notified the project was closed down for the winter effective November 18. Subsequent slide development resulted the highway being closed to traffic on December 25.

Work was resumed in the spring of 1965 on the slide correction work. The final lift of asphaltic concrete was placed in August of 1965.

Results of 12 of the 22 tests taken on the base lift of A.C. placed in 1964 were below the 92% required. The average of all tests being 91.4%. Upon completion in 1965, 14 tests were taken on the top lift and 7 recores taken on the bottom lift. All but one of the tests on the top lift were above 92%, and the one failing test was only slightly below with 91.8%, the average per cent compaction of the top lift being 94.7%. All seven of the recores on the bottom lift were above the specified 92% with an average of 94.4%. The location of the seven recores being such that they show substantial compliance of the entire bottom lift.

In view of the facts that placement of the bottom lift of asphaltic concrete was at the State's request in order to provide for the safety and convenience of the traveling public, and that test results upon completion of the project the following year indicate the required compaction results were obtained, a penalty will not be assessed on this project. Your concurrence in accepting the compaction results of the asphaltic concrete as being in substantial compliance with the specifications is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By M. D. Glenn

M. D. Glenn
Field Testing Engineer

MDG:fp
cc F. B. Klaboe
L. H. Young
O. A. White

NOTED
F.B. KLABOE

RECEIVED
OCT 1 - 1965
FOR FHWA

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F - F - (11)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 10, 1965, on Contract No. 6330, W. Unit, Coast Range Summit Section, in Lincoln County, in connection with Federal-Aid Project No. F-150(11).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement
Date: _____

Conditions noted on above date:

Contract work considered to be satisfactorily complete at time of final inspection on September 17, 1965.

A. W. Parsons
Division Engineer

By _____ SEP 29 1965

T. Dec
Engineering Coordinator

RECEIVED
SEP 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young
Asst. State Hwy. Engr. 10-1-65

RECEIVED
JAN 14 1966
FOR FILING

Form CO-121
(11-63)
(Prescribed by
A.O. 606)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn.: Mr. F. B. Klaboe

DATE: July 13, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-150(11), West Unit-
Coast Range Summit Section, Corvallis-Newport Highway
Extension of Contract Fixed Completion Date

We are now in receipt of the following quoted determination by the General Counsel in our headquarters office, as furnished to our Western Counsel, relative to the above subject matter and are replying to Mr. Shaw's April 1, 1965 letter:

Quote, "We are in agreement with your legal conclusion, namely, that the supplemental general provisions issued on July 1, 1963 (Your Exhibit B), under the heading 'Completion Time Limit' was intended to supplant section 1.8.6 of the Oregon Standard Specifications for Highway Construction (Your Exhibit A); that the provision of the Special Provision entitled 'Completion Time Limit' is intended to cover the same contractual obligation as is included in both 1.8.6 of the Oregon Standard Specifications and the later modification in the Supplemental General Provisions. Accordingly, accepted statutory construction would not, in our opinion, support the position of the staff attorney for the State of Oregon, Mr. Allen H. Johansen, in his memorandum opinion of March 22, 1965, that the final Special Provisions were intended to reinstate certain rights of the contractor or the State under the original section 1.8.6 of Oregon Standard Specifications. We do not feel there is any ambiguity for a court to consider in this matter. Therefore, the contractor should be assessed liquidated damages for his inability to complete the project on the date specified." Unquote.

Our General Counsel also confirms the conclusion reached by this office that the State has retained its authority to order temporary total suspensions of work due to adverse weather or working conditions when it is definitely not in the interest of the State to continue such work. In such cases we concur that liquidated damages should not be assessed during the period elapsing between the authorized total suspension covered by special order issued at the time of occurrence and authorized resumption of work, and that the number of calendar days remaining between the authorized total suspension of work and the specified

(more)

NOTED
F. B. KLABOE



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

completion date established by the contract should be made available to the contractor in which to complete the project work subsequent to the date work is ordered resumed on the project, except in those instances where the suspension is due to failure on the part of the contractor.

In conclusion, we reaffirm our January 19, 1965 determination that the contract provisions of this project do not permit the granting of any contract time extension and, therefore, we do not concur in your recommended extension of the specified completion date from August 31, 1964 to October 9, 1964.

RECEIVED
JUL 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 - 1965
FOR FILING

Salem, Oregon
June 4, 1965

Increase in Project Authorization

Wendell E. Schuerts
Resident Highway Engineer
P. O. Box 37
Newport, Oregon 97365

This is to advise you that at its meeting of June 1, 1965, the Highway Commission approved an increase of $221,290.00 in project authorization on Contract No. 6330, West Unit, Coast Range Summit Section of the Corvallis - Newport Highway in Lincoln County.

The new authorization for construction is $1,336,437.01. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

cc: A. D. Asburry

WGske

RECEIVED
MAY 17 1965
FOR FILING
E - 01
6221

May 14, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6330, the West Unit, Coast Range Summit grading and paving project on the Corvallis-Newport Highway in Lincoln County is anticipated. C. R. O'Neil of Creswell is the contractor.

The original project authorization was $1,115,147.81. The present anticipated cost is $1,336,437.40, indicating an overrun of $221,289.59, or 19.84 per cent.

The major reasons for this overrun are due to restoration work required as a result of the winter flood, unanticipated slide repair work, and an overrun in the bid item material in subbase. Flood repair work amounts to over $167,000 of which $155,000 is eligible for E. R. funds.

This request for an additional authorization will be on the agenda for the June 1 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

DES:fp:bjm fn

FORM E-20 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1965

SUBJECT: West Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract No. 6330

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a "Report on Expected Overrun of Project Authorization" on the subject project. This project for grading and paving is under contract to C.R. O'Neil of Creswell. The original project authorization was $1,115,147.81. The present anticipated cost is $1,336,437.40 indicating an overrun of $221,289.59 or 19.84 per cent.

The major reason for this overrun is due to restoration work required as a result of damage incurred during the winter floods. Flood repair work amounts to more than $167,000 of which $155,000 will be eligible for E.R. Funds. Also, force account work overran the original contingency allowance by over $15,000 due to unanticipated slide repair work. One other item contributed to the overrun in the amount of $42,000. This was the "Material in Subbase" and the overrun was caused by the use of a conversion factor for converting cubic yards to tons which has since been modified. Had the revised conversion factor been available before this project was awarded, the overrun of this item would have amounted to only 2,700 tons, well within the contract allowances.

It is recommended that the project authorization be increased by $221,289.59 from $1,115,147.81 to $1,336,437.40.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:fp
Attach.
cc L. H. Young

RECEIVED
MAY 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 - 1965
FOR FILING

Form No. E-372—10M—7-58

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name W. Unit, Coast Range Summit Date April 16, 1965

Highway Corvallis--Newport Contract No. 6330

County Lincoln Kind of Work Grading & Paving Contractor C. R. O'Neil

Contract Amount $ 969,672.50

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			
Item 3 Material in Subbase	11,026.09 ton	$3.27	$36,055.31

Minor items, unitemized algebraic total +6,028.28

Subtotal $ 42,083.59

Approved work orders (Price, extra work and state force orders) $ 60,248.39

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	
Relocate Consumer's Power Lines	-3,312.23

Minor items, unitemized algebraic total + 524.94

Subtotal $ -2,787.29

Authorization for engineering $ 79,299.40

Expected over-run or under-run of engineering authorization $3,255.60 overrun + 8% of remaining work measures $ 21,215.91

Costs not included above (explain) Approved PA's for slide repair work and protective $ 167,594.75

Allowance for future contingencies (4 % of work remaining) $ 8,980.15

Credits to come from transfers and deductions Liquidated damages already assessed $ -9,870.00

Present estimate of project cost $ 1,336,437.40

Brief Statement of principal causes of over-run:

Winter damage from excessively heavy rainfall caused sliding and earth movement which has made construction repair work necessary.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,115,147.81
Present estimate of project cost	$1,336,437.40
Expected over-run (Amount)	$ 221,289.59
Expected over-run (per cent)	19.84

Space to right of this line is for use of Salem office.

Submitted by: William E. Stewart
Resident Engineer

Noted by: _____
Construction or Bridge Engineer

Confirmed by: _____
Division Engineer

Noted by: _____
Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
FEB 18 1965
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97308

January 19, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Engr. Coordinator

08-35.4-2B

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon F-150(11) West Unit,
Coast Range Summit Section
Corvallis-Newport Highway - Time Extension

Your letter of December 21, 1964 requested our concurrence in a proposed extension of the fixed completion date specified in the contract covering the subject project.

The justification submitted adequately supports your proposal to extend the fixed completion date by 28 working days from the specified August 31, 1964 to October 9, 1964.

However, the Special Provision of the contract entitled "Completion Time Limit" specifically deletes those portions of the Supplemental General Provisions which provide for an extension of contract time. Also, the Special Provision does not provide for an extension of the specified completion date under any circumstances.

While we are sympathetic to your proposal to extend the specified completion date, we cannot concur in it as long as the existing contract provision is in effect. If this contract provision can legally be modified to provide for the proposed extension of the specified completion date, we will concur therein.

NOTED
LLOYD P. SHAW

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NOV 12 1964

FOR FILING

Form E-208—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name W. Unit, Coast Range Summit — Date Oct. 14, 19 64

Highway Corvallis-Newport — Contract No. 6330

County Lincoln — Prefix 21-1071

Contractor C. R. O'Neil — F. A. Project No. F-150(11)

Address Rt. 2, Box 95, Creswell, Oregon — Order No. 2-Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear area for counterbalance on left. Remove slide material from area to be occupied by fill and place same in counterbalance. Restore subsurface drainage under fill area. Reshape fill slopes. This order is intended to supplement EWO #2 which was for $25,000.00.

Location by station numbers:

1610+00 - 1617+00

Estimate of quantities and cost:

	Supplement	Original
Equipment Rental	$1,800.00	$17,000.00
Labor	600.00	8,000.00
Material & Supplies	600.00	
	$3,000.00 Total	$25,000.00
Grand Total		$ 28,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This item not anticipated in original construction authorization. Equipment rental rates to be AGC for equipment used, current labor rates to be paid. Percentage allowance to contractor in conformance with executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 1,115,147.81
Present estimate of project cost, including $ 3,000.00 for work under this order	$ 1,115,147.81
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.0

Space to right of this line for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing Copy to Young 11-12-64

RECEIVED
OCT 8 1964
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 1, 1964

Mr. Robert Nix
Attorney at Law
Post Office Box 482
Corvallis, Oregon 97330

Dear Mr. Nix:

Since we received your September 22 letter, a somewhat comprehensive investigation has been made of Mr. and Mrs. Tanner's complaint. It is reported that the Tanner's fears are from what they think might happen and not from anything that has happened to date.

Our people are unable to find any concrete evidence that settlements or slippages have occurred and are not able to uncover anything that might point to subsidence as being imminent. We will, however, keep careful check on the matter.

We appreciate your bringing this to our attention.

Very truly yours,

C. E. ROHDE
Acting Chief Counsel

CER:hs

CC - Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. R. D. Asburry
Mr. G. L. Decker

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OCT 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 5 - 1964
FOR FILING
6330

183

Salem, Oregon
September 30, 1964

Mr. G. E. Rohde
Chief Counsel

B U I L D I N G

Tanner Complaint
West Unit, Coast Range-Summit Section
Corvallis-Newport Highway
Contract No. 6330

Attached is a copy of a letter from Attorney Robert Mix of Corvallis, together with a copy of Division Engineer Asburry's report on the matter.

As this is somewhat of a legal problem, I have taken the liberty of drafting a suggested reply for your consideration. Will you please take the matter from here as far as Mr. Mix is concerned and our people will check on the Tanner property periodically to make certain that settlements due to highway construction are not occurring.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Mr. Lloyd P. Shaw

Suggested Reply for Mr. Rohde's Signature

Mr. Robert Mix
Attorney at Law
Post Office Box 482
Corvallis, Oregon 97330

Dear Mr. Mix:

Since we received your September 22 letter, a somewhat comprehensive investigation has been made of Mr. and Mrs. Tanner's complaint. It is reported that the Tanner's fears are from what they think might happen and not from anything that has happened to date.

Our people are unable to find any concrete evidence that settlements or slippages have occurred and are not able to uncover anything that might point to subsidence as being imminent. We will, however, keep careful check on the matter.

We appreciate your bringing this to our attention.

RLP:ms

21-1071

FORM E-30 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 28, 1964

SUBJECT: Tanner Complaint
West Unit, Coast Range-Summit Section
Corvallis-Newport Highway
Contract No. 6330

To: Mr. R. L. Porter
Deputy State Highway Engineer
D e p a r t m e n t

Pursuant to your recent instructions, we have had our Division Geologist and Resident Engineer investigate the complaint that the Tanner house was settling due to our construction on the subject project. Attached please find copy of a report from the Division Geologist regarding this matter.

The Tanner house is located near the existing summit of the Coast Range. It sits 10 or 15 feet outside the right of way on the southerly side of the highway in the vicinity of Station 1629. At this location we have about a 30-foot cut on the new road. When making this cut we encountered a very wet plastic material from a depth of approximately 5 feet to 25 feet, which gave us some concern at that time. No sloughing or sliding of this material occurred during the excavation. After the excavation had been done, the material seemed to dry out and solidify at least along its face. As of this date this material has given no indication that it will slide out but I would not guarantee that some movement might not occur during a real wet season. Should something like this occur, no doubt it would seriously affect this building.

A close inspection of this site will be maintained through this coming winter. Should some movement be observed in this area which would affect the house, no doubt we would have to buy same.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. G. L. Decker
Mr. W. E. Schwartz
Mr. W. R. Fretwell

STATE OF
STATE HIGHWAY ENGINEER

FORM E-90X—90M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 24, 1964

To: R. D. Asburry
Division Engineer
O f f i c e

SUBJECT: Tanner Complaint
Coast Range Summit Section
Corvallis-Newport Highway
Lincoln County
Prefix: 21-1071-900

In response to said complaint, issued by the attorney for Mr. and Mrs. Tanner, the property was investigated today by Mr. W. E. Schwartz and myself.

Mrs. Tanner was contacted and from the ensuing conversation it appears that there is no concrete evidence of any settlement at the present time, only supposition. It also appears that they are more concerned about what might happen this winter. We looked over the house on the outside and found it to be quite run-down and badly cared for. The house does not rest on a solid foundation all around but is blocked up with pieces of slab wood and oak chunks on the back (north) side.

It was decided to have the survey crew run an elevation grid across the property and have the elevations checked daily. This was with Mrs. Tanner's approval.

Further investigation should await several elevation checks.

William R. Fretwell

William R. Fretwell
Division Geologist

WRF:sll

cc: F. D. Morgan
W. E. Schwartz

RECEIVED
SEP 25 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
SEP 23 1964
P. O. Box 432
FOR FILING
6220

Phone PL 3-4457

ROBERT MIX
ATTORNEY AT LAW
CORVALLIS, OREGON 97330

242 North Sixth Street

September 22, 1964

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

This office represents Mr. and Mrs. Edwin A. Tanner and Mr. Gail W. Carpenter who are owners of property located at the summit of the coast range on the Corvallis - Newport Highway. A portion of this property was formerly the subject of a condemnation suit, bearing your identification numbers of Case No. 24636, L-4586 and R-36910.

My clients now advise me that due to the activities of the Highway Commission on the property a situation hazardous to persons and to property has developed apparently as a result of the erosion of the ground supporting the surface of their property. They advise me that their house is settling and believe that a dangerous condition exists both in relation to the house and to the barn on the property.

This is to put you on notice that you will be held fully responsible for any injury to persons or damage to property resulting from the acts or omissions of the State Highway Department or the contractor or other persons or organizations acting on behalf of the department.

A prompt disposition of this matter seems imperative.

Sincerely,

ROBERT MIX

RM/he

cc: Mr. and Mrs. Edwin A. Tanner
Mr. Gail W. Carpenter

Copies to:
Logan
Findas

RECEIVED
SEP 23 1964
OREGON
STATE HIGHWAY COMMISSION

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 25, 1964

08-35.4-DB

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project F-150(11)
West Unit, Coast Range Summit Section of the Corvallis-Newport Highway
Inspection-in-Depth: Grading

Transmitted herewith is Mr. Hoesner's Inspection-in-Depth covering grading operations on subject project.

No recommendations have been made to modify existing procedures. However, collateral findings indicate a need for giving greater consideration in the establishment of time limits on future contracts. This is desirable to guard against higher construction costs due to excessively restrictive time limits.

Attachment

Original to Young
with attach.

RECEIVED
SEP 10 1964
FOR FILING

Form L-200—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Date ... State Engr.
U.S. BUREAU OF PUBLIC ROADS

Project Name W. Unit, Coast Range Summit ... Date August 26, 1964.

Highway Corvallis-Newport ... Contract No. 6330

County Lincoln ... Prefix 21-1071

Contractor C. R. O'Neil ... F. A. Project No. F-150(11)

Address Rt. 2, Box 95, Creswell, Oregon ... Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

10 hours dozer time to pioneer cut slide at station 1622+00 - 1627+00 on right.

Location by station numbers:

1622+00 - 1627+00 Right.

Estimate of quantities and cost:

Equipment Rental	$229.00
Labor	46.00
Overhead and Profit	55.00
	$330.00 Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Equipment and labor rates to be current local rates. Contractor's percentage to be in accordance with executed contract. Slide material to be removed at unit price for general excavation after cut has been opened up.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,115,147.81
Present estimate of project cost, including $ 330.00 for work under this order	$1,115,147.81
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Young 9-10-64

RECEIVED
JUL 20 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

July 14, 1964

Original signed by
M. E. Martin 08-35.4-08
District Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By M. E. Martin
District Engineer

A. H. Parsons, Division Engineer
Salem, Oregon

Oregon FAP F-150(11), W. Unit, Coast Range Summit Sec.
Corvallis-Newport Highway - Lincoln County
Seeding & Mulching by State Forces
S.F.O. 85

Reference is made to your letter dated July 9, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PRM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

RECEIVED
JUL 20 1964
FOR FILING

original To Young
7-30-64

RECEIVED
JUL 20 1964
LLOYD H. SHAW

RECEIVED
JUL 20 1964

Form A-105—5M

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name ... Date June 29, 19 64

Highway ... Contract No. ... F. A. Project No. F-250(11)

County ... Prefix 64-2302 Account No. 021-230

Description of Work To Be Done:

Place [illegible] including [illegible] to be done by state crosion control [illegible] project to prevent [illegible] erosion [illegible] Portland Cement.

Location by Station Numbers:

In Portland Cement [illegible] Station 159+00 to 161+00

NOTED
LLOYD P. SHAW

Estimate of Quantities and Costs:

27 Acres [illegible] @ $ 50/A. = $ [illegible]
27 Acres [illegible] @ $ 25/A. = [illegible]
500 Square yards [illegible] @ .45 = [illegible]

Explanation:

State is obligated to do the work and [illegible] will be [illegible] Public Lands. Funds [illegible] $2,500.00 are provided for [illegible] Portland Cement. This shall [illegible] be used.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ [illegible]
Present estimate of project cost, including
$ [illegible] for work under this order $ [illegible]

Expected under-run or over-run (amount) . . . . . $ 0

Expected under-run or over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by: /s/ [illegible]
Resident Engineer

Approval Recommended: /s/ P. D. Torgan
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ [illegible]
Division Engineer

Approved: /s/ H. H. Young
Deputy or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Original To Young 7-14-64

RECEIVED
JUN 25 1964
FCR

STATE COPY

Form E-20-5M

OREGON STATE HIGHWAY DEPARTME...

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent ... authorization of project ... additional funds ... expended.
Date MAY 20 1964 by ME Martin
Title U.S. Bureau of Public Roads

F-150(11)

Project Name W. Unit Coast Range Summit ... Date May 9, 1964

Highway Corvallis-Newport ... Contract No. 6330

County Lincoln ... Prefix 21-1071

Contractor C. R. O'Neil ... F. A. Project No. F-150(11)

Address Rt. 2, Box 95, Creswell, Oregon ... Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clear area for counterbalance on left. Remove slide material from area to be occupied by fill and place same in counterbalance. Restore subsurface drainage under fill area. Construct interceptor ditch on right side of fill.

Location by station numbers:

1610+00 - 1617+00

Estimate of quantities and cost:

Equipment Rental	$17,000
Labor	8,000
	$25,000

(See back for breakdown)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This item not anticipated in original construction authorization. Equipment rental rates to be AGC for equipment used, current labor rates also to be paid. Percentage allowance to Contractor in conformance with executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,115,147.81
Present estimate of project cost, including $25,000.00 for work under this order	$1,115,147.81
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
... Highway Engineer or Office Engineer.

State Printing

6-2-64

Equipment:

D-8 Cat	72 hrs.
22-B Dragline	16 hrs.
4-wheeled tractor w/backhoe	8 hrs.
TS-24 Motor Scraper	12 hrs.
Chain Saw	16 hrs.

Labor:

140 man-hours

Equipment:

D-8 Cat	300	Hrs.	$6,870.00
22-B Dragline	75	"	835.00
T.S. 2A Scraper	170	"	6,375.00
Chain Saw	80	"	170.00
Fire Fighting Equip.	40	"	200.00
			$14,450.00
		+15+70	2,550.00
			$17,000.00

Labor:

1,500 Man Hours	$ 6,000.00
Overhead 15+70	1,000.00
+15+70	1,000.00
	$ 8,000.00
TOTAL:	$25,000.00

RECEIVED
OFFICE OF

RECEIVED
JUN 29 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

MAY 27 1964
U.S. Bureau of Public Roads

Project Name W. Unit, Coast Range Summit — Date May 9, 1964

Highway 6330 Corvallis-Newport — Contract No. 6330

County Lincoln — Prefix 21-1071

Contractor C. R. O'Neil — F. A. Project No. F-150(11)

Address Rte. 2, Box 95, Creswell, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's share, Construction Flagging

Location by station numbers:

Entire Project, 1538+00 - 1660+00

Estimate of quantities and cost:

Labor $3,000.00 TOTAL

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This amount was provided in construction authorization for flagging. Percentage allowance to Contractor to be in conformance to executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,115,147.81
Present estimate of project cost, including $3,000.00 for work under this order	$1,115,147.81
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Swartz
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

L H Young 6-16-64

RECEIVED
FEB 24 1964
FOR FILING

February 21, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 274 covering the revision of construction identification signs on the W. Unit, Coast Range Summit Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 6330 in connection with Federal-Aid Project No. F-150(11).

This revision is required to conform to standards set up by the Bureau of Public Roads IM-20-1-64, dated January 9, 1964.

The contractor is not equipped to do this work. The State has the special crews to do it most economically. The amount is too small to be done by separate contract.

The total estimated amount of this order is $30.00, with Federal participation of $18.00.

Your approval of the order under PPM-21-6.3, with reimbursement to be on actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

C.T:cr
Enclosures

RECEIVED
JAN 30 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 23, 1964

Original signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
08-35.4-DB Salem, Oregon

Oregon Project F-150(11)
W. Unit, Coast Range-Summit Section
Consumer's Power, Inc. Utility Adjustment Amendment
Relocation by Contract Method

We hereby approve the subject amendment to your previous agreement as evidenced by your Construction Engineer's letter dated January 8, 1964, supported by a letter from Consumer's Power, Inc., dated January 6, 1964, requesting permission to perform the subject work by contract with Lebanon Electric. As stated therein, the subject utility is not adequately staffed to perform the work with its own forces.

It is understood that this amendment, as verbally approved by Mr. Hossner on January 7, 1964, is to be performed in accordance with the provisions set forth in PPM 30-4.

original To Morgan
de Young
1-30-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 31 1964

RECEIVED
JAN 20 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1964

To: Mr. R. D. Asburry
Division Engineer
Salem, Oregon

SUBJECT: Fracture Specs for Subbase Material
W. Unit, Coast Range Summit Section
Corvallis-Newport Highway
Contract: 6330

NOTED
LLOYD P. SHAW

It has been brough to our attention that the specifications for this project are slightly more than somewhat unclear on the subject of fracture requirements for crushed subbase material. The specs as written have been variously interpreted to the effect that no fracture requirement is included, or that a 90% fracture is required.

In order to clarify the situation, it is requested that a Price Agreement be prepared and submitted. Wording of the PA should be somewhat as follows:

> "It is the purpose of this Price Agreement to clarify the specification pertaining to the fracture requirement for crushed subbase material. It is agreed that when crushed subbase material is furnished, not less than 45% by weight of the material retained on the 1/4 screen shall have at least one fractured face."

The Price Agreement should specify that no change in unit or project cost is made.

F. D. Morgan
Construction Engineer

by J. F. Putnam

J. F. Putnam
Ass't Construction Engineer

CHB:dc
cc: Lloyd P. Shaw
L. H. Young

RECEIVED
JAN 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 12 1963
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.2-BB Salem, Oregon

Salem, Oregon 97301

November 6, 1963

Original signed by
T. Dec
Engineering Coordinator

By: T. Dec
Engineering Coordinator

Oregon Project F-150(11), W. Unit, Coast Range - Summit Section
Pioneer Telephone Company Utility Adjustment

Our memorandum dated August 5, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated August 14, 1963, furnished prior to award of contract for the physical construction, and the above mentioned utility's letter dated October 9, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated November 1, 1963. Reimbursement on an agreed lump sum basis of $503.89 is approved.

The above mentioned P.S. & E. memorandum authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

RECEIVED
NOV 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
11-8-63

RECEIVED
OCT 10 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

October 7, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin

BY: M. E. Martin
District Engineer

08-35.2-0

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project F-150(11), W. Unit, Coast Range Summit Section
Consumer's Power, Inc. Company Utility Adjustment

Our memorandum dated August 5, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff attorney's letter dated August 14, 1963, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated September 9, 1963, as well as the plans and estimate furnished therewith and transmitted with Mr. Hardie's letter dated October 4, 1963.

The above-mentioned P.S. & E. memorandum authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

original to Young
10-10-63

RECEIVED
SEP 5 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 29, 1963

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project F-150(11)
W. Unit, Coast Range Summit Section
Grading and paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6330 to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $969,672.50 at the August 27, 1963 bid opening.

Mr. Litchfield's August 26, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our August 5, 1963 letter authorizing advertising, authorization to proceed with all reimburseable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
cc Litchfield
9-5-63

NOTED
LLOYD P. SHAW

FORM S-123

RECEIVED
AUG 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 29, 1963

Mr. C. R. O'Neil
Creswell
Oregon

Dear Sir:

The State Highway Commission on August 29, 1963, awarded to you State Highway Contract No. 6330 for the following project:

Grading and paving the W. Unit, Coast Range Summit Section of Corvallis-Newport Highway in Lincoln County.

This award was based on your low bid of $969,672.50 which was submitted to the Commission on August 27, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Frank Morgan
L. H. Young
R. G. Savage (SLAC)

RECEIVED
AUG 13 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 29, 1963

Right of Way Status
Coast Range Summit, W. Unit
Corvallis Newport Highway

Mr. [illegible], Division [illegible]
Bureau of Public Lands
[illegible] Court N.E.
Salem, Oregon

COPY

Dear Sir:

All right of way or access rights have been obtained on this project except for the following file:

File No. 3075 - Georgia Pacific Corp. 425

Following a long line of offer, the attorney for Georgia Pacific has stated that he will place a deed for this property in the mail today. Probably, it will not be necessary to file a condemnation suit in order to obtain possession of this parcel of property.

All relocations on this project have been accomplished. Adequate assistance has been given in every case, and relocation payments are in process to all who has applied.

A final effort is being made today to dispose at public sale the improvements remaining on the project. The improvements not disposed of by sale will be placed in the contract, with special provisions for disposal by the contractor.

It is our opinion that no delay in prosecution of the work or additional cost should be incurred because of the handling by the contractor of unsaleable improvements. With the exception of areas occupied by such improvements, all lands required for construction of this project will be available for immediate use and occupancy of the contractor.

No benefit could accrue to the public through deferring of the project.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter L. Wright
Right of Way Engineer

RECEIVED
JUL 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

WLW:EM
cc: Lloyd Shaw
L. H. Young
L. I. Lindas
[illegible] Maison

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section W.a. UNIT 4 COAST RANGE SUMMIT Approx. Highway CORVALLIS - NEWPORT County LINCOLN

Soc. Engr. L. L. MacIntyre Length of Project 2.5 Miles. Sta. 1538± Sta. 1665±

TYPICAL SECTIONS Traffic Classif. - HEAVY (LOGGING AREA)

STANDARD CRUSHED DESIGN

ALTERNATE-IMPORTED SUBBASE

1½" of A.C. (Future-when required.)
1½" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course (incl. binder.)

(1)

Typical Soil

47	LL
24	PI
93	% P200 (No Sod.)
0	% Gravel
1	% Coarse Sand
6	% Fine Sand
44	% Silt
49	% Clay
8	"R" Value (Corrected)

AASHO CLASSIF. - A-7-6 (14)

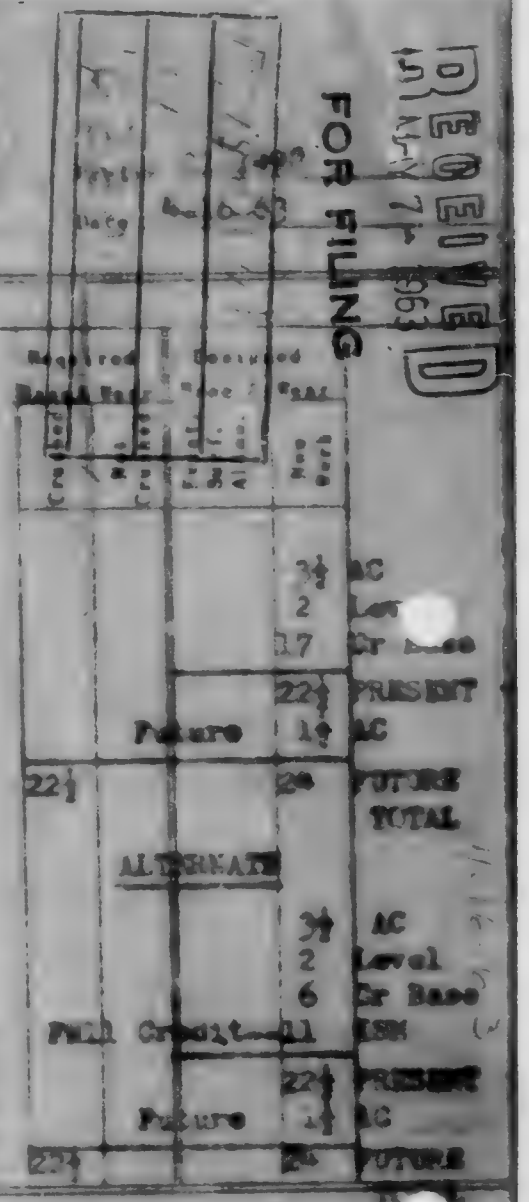
Crushed base course — 6"

17" — "11" of Imported Subbase Material (Gravel)

(1)

Silty Clay

Other Traffic Classifications	Required Total Thickness
MEDIUM HEAVY	18½"
MEDIUM	15½"
LIGHT	12"



PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass #4	% Pass #40	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											
*Imported Subbase Material (Gravel) to meet all requirements for base and pavement											

NOTED
LLOYD P. SHAW

RECEIVED
MAY 7 1963
FOR FILING

PAVEMENT TYPE SELECTION

WEST UNIT, COAST RANGE SUMMIT SECT.
CORVALLIS - NEWPORT HIGHWAY
LINCOLN COUNTY
Prefix 21-1498

Factors Governing Selection

	Present	1980	% Heavy
Classification: HEAVY	ADT 900	ADT 1800	Vehicles 15

NOTE: Increase classification one step for heavy logging use (LOGGING TRAFFIC)

Characteristics: See design chart attached

Frost Penetration _____ Annual Rainfall 70"±

Service of Similar Pavements in Area: Good X Fair _____ Poor _____
Remarks: where constructed to present OSHD surfacing standards.

Comparisons: Not appropriate due to other factors

Factors Governing Selection

Existing Pavements: A.C. or Oil

Construction: No problem

Cut, Surface, or Elevated Design: Surface

Availability of Aggregates: No problem

Local Competition: Not a factor

Time Consideration: No problem

Bidder Preference, Participating Local Government Preference, and Use of Local Industry: No problem

Public Utilities: No problem

Economy in Adaptation of Local Materials or of Local Commercially Producing Mixes: No problem

COMMENTS AND REMARKS:

Because of items 4 and 6, an A.C. wearing surface has been selected.

11

RECEIVED
MAR 27 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
March 25, 1963

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

O f f i c e

SUBJECT: Access Points
Coast Range Summit Section
Corvallis-Newport Highway
Lincoln County

Attached is a tabulated sheet listing the access points which we plan to allow the various adjacent owners on the above Project. Attached also is a Right of Way map upon which is shown the location of each of these access points.

The points of access have been determined by field inspection conducted by our Right of Way people in conjunction with the Resident Engineer, and have been determined to be the minimum necessary to adequately serve the owners' remaining property. All points of access have been approved by Division Engineer Asburry.

It is recommended that this line be appraised and negotiated on the basis as listed on the attached sheets.

L. I. Lindas
Chief Counsel

By Walter T. Wright

Walter T. Wright
Right of Way Engineer

DHM:jjm

Attachments

cc L. I. Lindas

original To Wright
with map
3-26-63

File Number	Name	Engineer's Station	Side of Highway	Width	R
35374	Cline, Walter & Ina	1546+00	Southerly	25 Ft.	
		1546+55	Northerly	25 Ft.	
		1555+00	Southerly	25 Ft.	County Ro
		1557+20	Northerly	25 Ft.	County Ro
		"B" 4+00	Northerly	25 Ft.	Reconnect
		1577+60	Northerly	25 Ft.	Frontage
		1580+00	Southerly	25 Ft.	
35376	Lindsey, Preston & Louise	1598+00	Northerly	25 Ft.	Connect t
		1598+65	Southerly	25 Ft.	Connect t
35377	Stutz, Paul & Wini	1605+00	Northerly	25 Ft.	
35378	Pyeatt, Alfred & Jean	1623+00	Northerly	25 Ft.	
35379	Crittendon, Ray & Floria	1635+18	Southerly	25 Ft.	Connect t
		1647+00	Southerly	25 Ft.	
		1650+70	Southerly	25 Ft.	
35380	Scott, Percy & Clara	1647+80	Northerly	25 Ft.	
		1650+50	Northerly	25 Ft.	
35381	Hill, I. and January, M.	1661+70	Northerly	25 Ft.	
		1661+70	Southerly	25 Ft.	

APPROVED:

Lloyd P. Shaw

Coast Range Summit Section
Corvallis-Newport Highway
Lincoln County

Name	Engineer's Station	Side of Highway	Width	Remarks
er & Ina	1546+00	Southerly	25 Ft.	
	1546+55	Northerly	25 Ft.	
	1555+00	Southerly	25 Ft.	County Road Connection
	1557+20	Northerly	25 Ft.	County Road Connection
	"B" 4+00	Northerly	25 Ft.	Reconnect to old highway
	1577+60	Northerly	25 Ft.	Frontage Road Connection
	1580+00	Southerly	25 Ft.	
reston & Louise	1598+00	Northerly	25 Ft.	Connect to old highway
	1598+65	Southerly	25 Ft.	Connect to old highway
& Wini	1605+00	Northerly	25 Ft.	
fred & Jean	1623+00	Northerly	25 Ft.	
, Ray & Floria	1635+18	Southerly	25 Ft.	Connect to old highway
	1647+00	Southerly	25 Ft.	
	1650+70	Southerly	25 Ft.	
y & Clara	1647+80	Northerly	25 Ft.	
	1650+50	Northerly	25 Ft.	
nd January, M.	1661+70	Northerly	25 Ft.	
	1661+70	Southerly	25 Ft.	

Coast Range Summit Section
Corvallis--Newport Highway
Lincoln County

RECEIVED
MAR 25 1963
FOR FILING

ADDENDUM "A" TO LOCATION PROSPECTUS
COAST RANGE SUMMIT SECTION
CORVALLIS-NEWPORT HIGHWAY
LINCOLN COUNTY

The following addendum is submitted to correct and revise the above-mentioned prospectus.

PARAGRAPHS 1 THROUGH 3: Correct as per original prospectus.

PARAGRAPH 4: In the second sentence, change the shoulder width from 8-foot to "4-foot". Remainder of paragraph correct as per original prospectus.

PARAGRAPHS 5 THROUGH 10: Correct as per original prospectus.

ATTACHMENT: Remove and destroy the original attachment and replace with the attachment from this addendum.

March 19, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Fred Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L PORTER

FORREST COOPER

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 25 1963
FOR FILING

ADDENDUM "A" TO LOCATION PROSPECTUS
COAST RANGE SUMMIT SECTION
CORVALLIS-NEWPORT HIGHWAY
LINCOLN COUNTY

The following addendum is submitted to correct and revise the above-mentioned prospectus.

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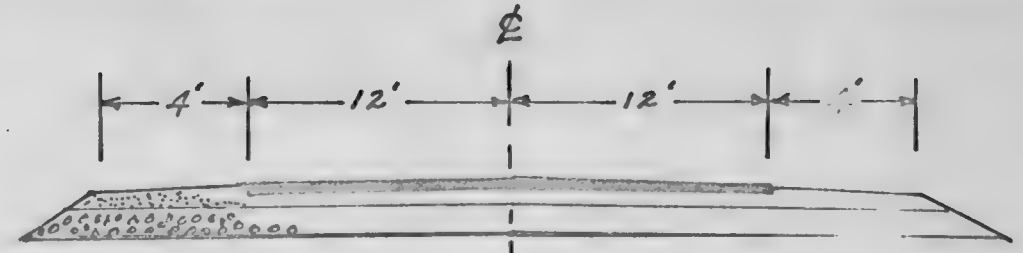
ATTACHMENT: Remove and destroy the original attachment and replace with the attachment from this addendum.

March 19, 1963
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
Carl Plog
Research Division
Fred Sugnet (2)
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

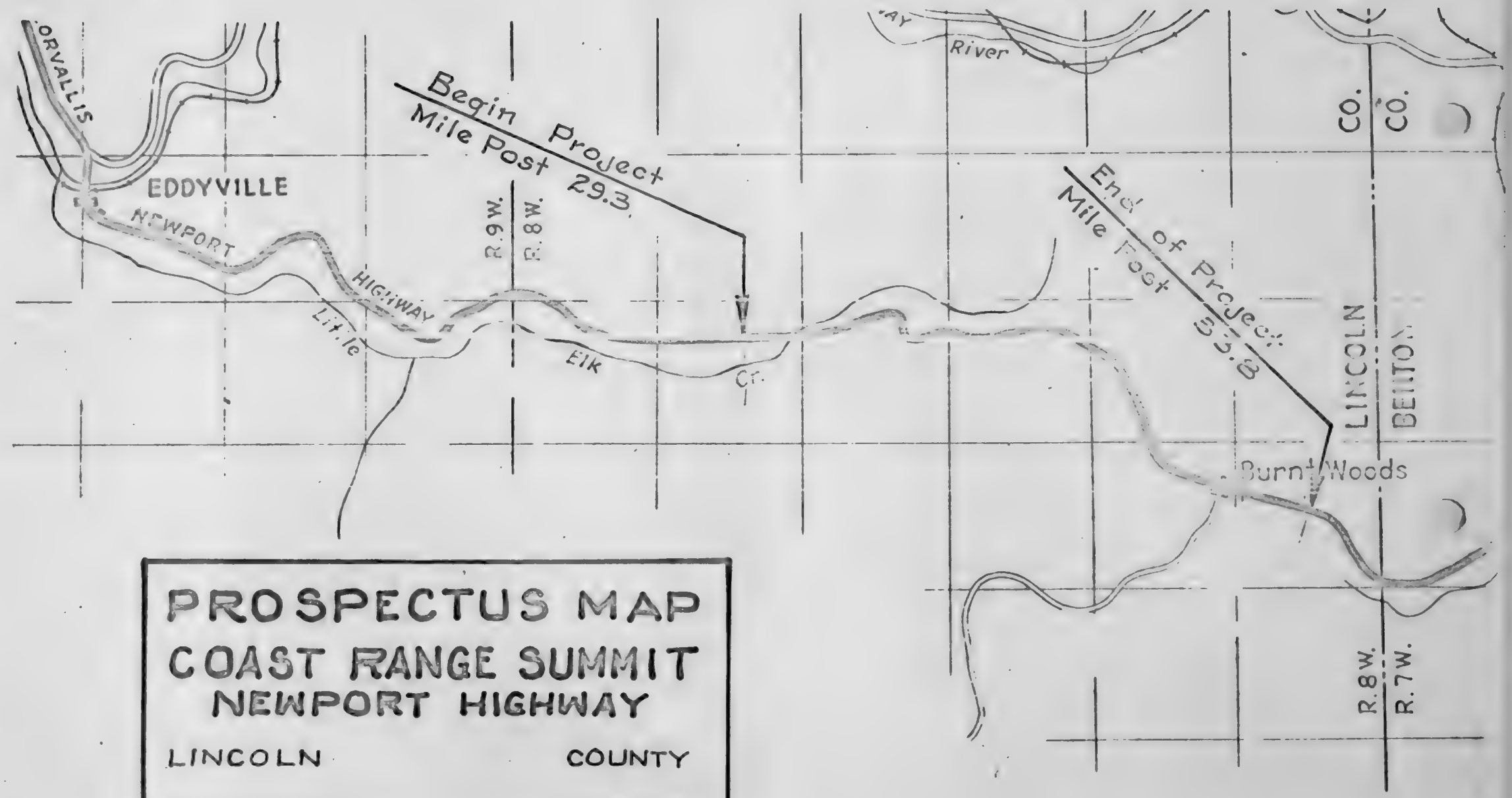
NOTED
R. L PORTER

FORREST COOPER

RECEIVED
MAR 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION



PROSPECTUS MAP
COAST RANGE SUMMIT
NEWPORT HIGHWAY

LINCOLN COUNTY

Scale 1"= 1 mi. 8-30-62

RECEIVED
MAR 8 - 1963
FOR FILING

March 7, 1963

Oregon State Highway Commission

Gentlemen:

The survey on the West Unit-Coast Range Summit Section of the Corvallis-Newport Highway has been completed. A public hearing is not required.

The length of this section is 2.63 miles and the estimated cost is $1,000,000. There is enclosed a map for your information.

I recommend your approval of the survey and request the necessary authority to purchase right of way.

This matter will be on the agenda at your March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
C. H. Maison

DJB:jd bbc

T. 11 S., R. 8W.

9 | 10
16 | 15

8 | 9
17 | 16

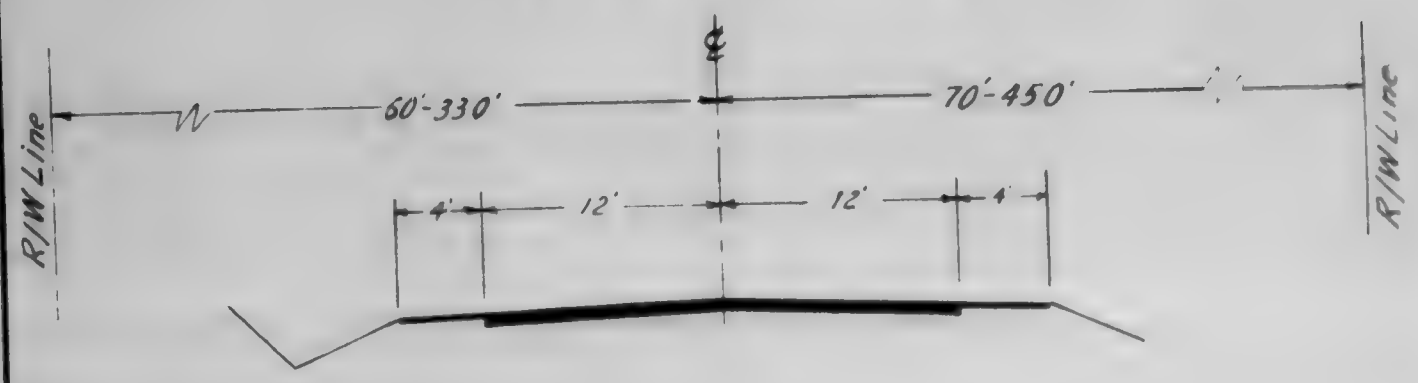
BEGINNING OF SURVEY
STA. 1534+00

Existing Highway

Relocated Highway

To Newport

TYPICAL SECTION

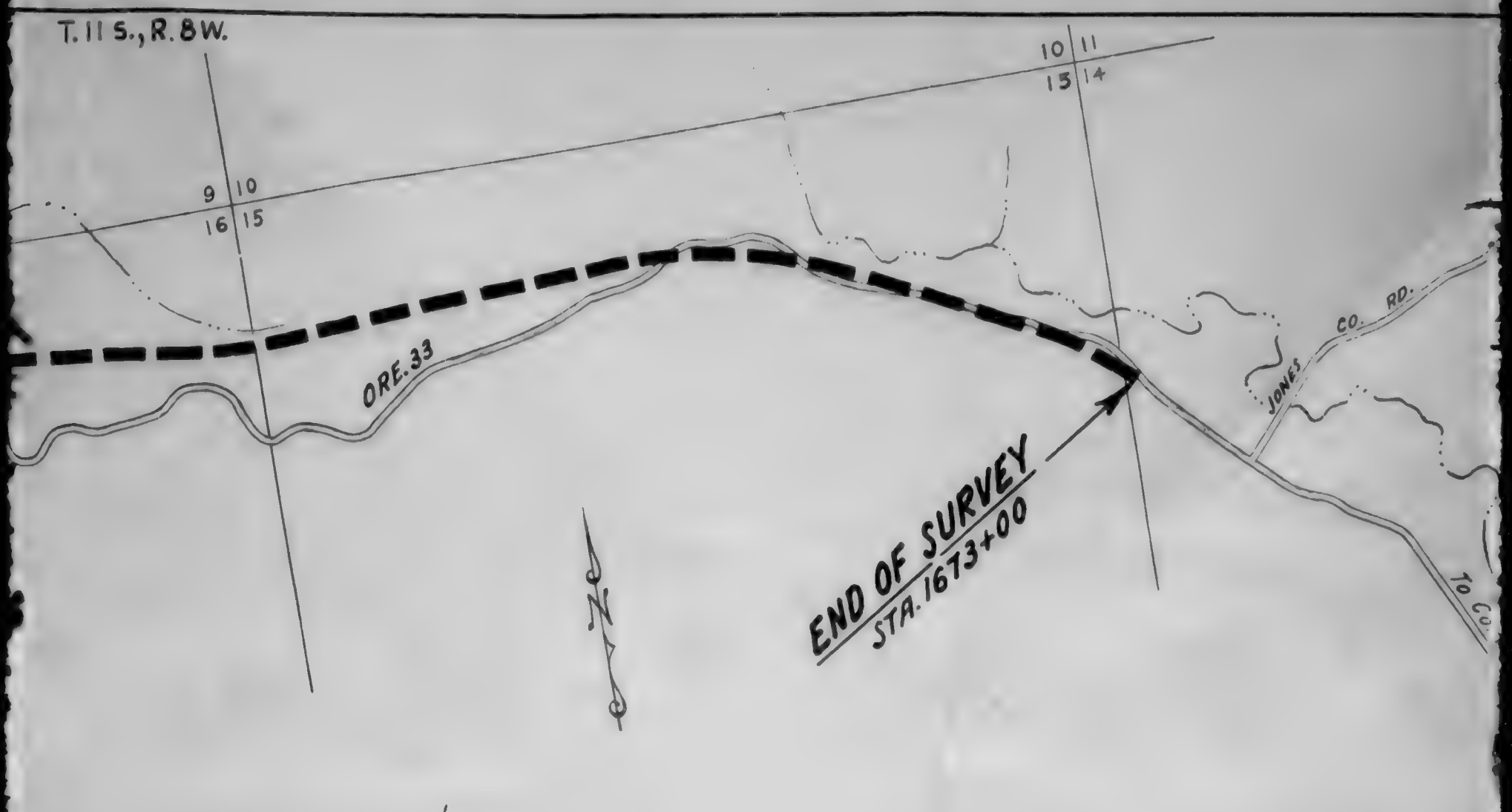


Public Hearin
System Actio
County
State Hig
Bureau
Throughway
Access Con

DEP

Note: Climbing lane provided where necessary

2.6 = mi



OREGON STATE HIGHWAY DEPARTM

Survey Approval Map

W. UNIT-COAST RANGE SUMM

CORVALLIS-NEPORT HIGHWAY

LINCOLN COUNTY

Scale: 1" = 1000' Jan.,

DRG. NO. 1R-3-1345

For details see Drg. No. 8B-27-23 Ja

Public Hearing *None required*

System Action

County *None required*

State Highway Commission *None required*

Bureau of Public Roads *None required*

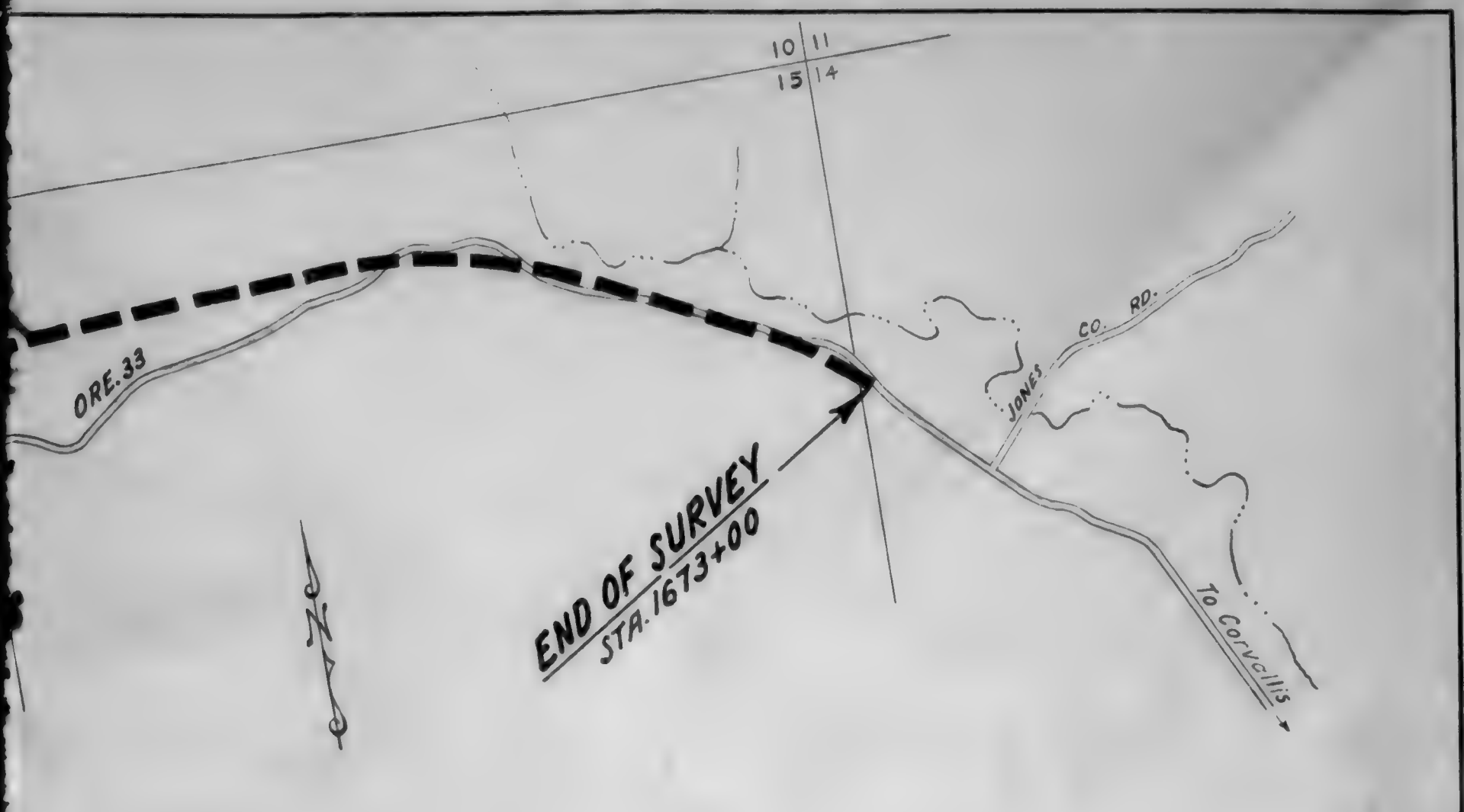
Throughway Resolution *None required*

Access Control *Limited*

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date: MAR 6 - 1963



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

W. UNIT-COAST RANGE SUMMIT SEC.

CORVALLIS-NEPORT HIGHWAY

LINCOLN COUNTY

Scale: 1" = 1000' Jan., 1963

DRG. NO. 1R-3-1345

For details see Drg. No. 8B-27-23 Jan. 1963

None required

None required

...way Commission *None required*

...Public Roads *None required*

...solution *None required*

Limited

APPROVED

STATE HIGHWAY ENGINEER

...e: MAR 6 - 1963

RECEIVED
1962
FOR PUBLIC

477 Cottage St. N.E.
Salem, Oregon

Contract Center, State Highway Engineer
Salem, Oregon

September 14, 1962

A. L. Morgan, Division Engineer
OE-3E.100 Salem, Oregon

Oregon S.P. Project I-105 (7)6(6)
Coast Range Tunnel Section of the Corvallis-Newport Highway

Mr. Morgan's letter of September 10, 1962 furnished a copy of your location memoranda for subject project. A reconnaissance report by Mr. Tolson, dated August 13, 1962, had previously been furnished for our review.

It is noted that no section is made at a public hearing even though the turn of short tools will be allowable for this consideration. Your records should be corrected accordingly.

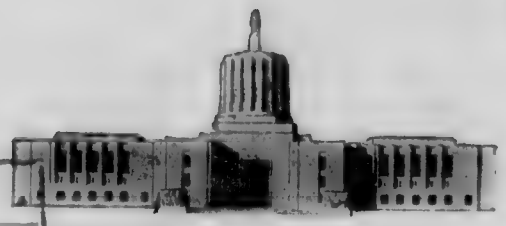
We concur in your selection of Alternate No. 1 and the general routing based on the information set forth in the above mentioned reconnaissance report. We hereby approve the procedure as submitted subject to re-evaluation based on information developed at the public hearing, if so requested by Mark Woods.

original To Morgan
copy To Young
9-18-62

NOTED
A. L. MORGAN

RECEIVED
SEP 17 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 10, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Forwarded to you this date is the prospectus on the Coast Range Summit Section of the Corvallis-Newport Highway.

The latest known improvement to this section was made in the years 1928-1933. Previous investigations were made on this section by the Reconnaisaance Section and these projections have been updated by our Field Reconnaissance Engineer. The reconnaissance report prepared August 13, 1962 reflects two alternate routes with comparable costs. Being that there is virtually no difference in conetruction costs, alternate no. 1 was selected for the route because of its superior alignment.

This prospectus is submitted for your approval and advisement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

Enclosure
BG:jd:fp
cc R. L. Porter
J. W. Nash

RECEIVED
SEP 11 1962
NOTED
R. L PORTER

RECEIVED
APR 12 1962
FOR FILING

LOCATION PROSPECTUS
COAST RANGE SUMMIT SECTION
CORVALLIS-NEWPORT HIGHWAY
LINCOLN COUNTY

The following prospectus is submitted concerning the above-mentioned section of the Corvallis-Newport Highway, which is a State Primary Highway on the Federal-aid Primary System. The westerly terminus of the project is at M.P. 29.3± in the vicinity of the Little Elk Creek crossing, thence easterly over the Coast Range Summit generally following the existing alignment of the Corvallis-Newport Highway. The easterly terminus is at M.P. 33.8±, which is approximately 0.5 mile easterly of the community of Burnt Woods. The overall length is 4.5± miles.

This will be a location survey to prepare plans, specifications and estimates for construction on revised alignment and grade. The general route will approximate the existing facility. Burnt Woods is the only community affected by this project.

Reconnaissance has been made. Routine soils investigations will be conducted. There are no drainage problems requiring special study. An economic analysis has not been made.

The existing (1961) ADT is 900 and the projected (1981) ADT is 1,550. The typical section will consist of a 24-foot roadway and 8-foot paved shoulders. Provisions will be made for climbing lanes on grades in excess of 3 per cent.

The rise and fall and central angle of the existing facility will be determined by survey. Deviations from State and Federal standards are not anticipated.

This will be a limited access facility with no interchanges or railroad crossings. There are no major stream crossings, but some structures may be required to bridge small streams.

Materials are available from local commercial and State-controlled sources.

The tentative base design for construction is:

Paving	3-1/2" AC
Top Course Base	2 " Level
Bottom Course Base	16 " Coarse Crushed
Total Depth	21-1/2"

(Base design is subject to change upon completion of soils investigation.)

Agreements with the County may be required regarding disposition of bypassed portions of the existing highway.

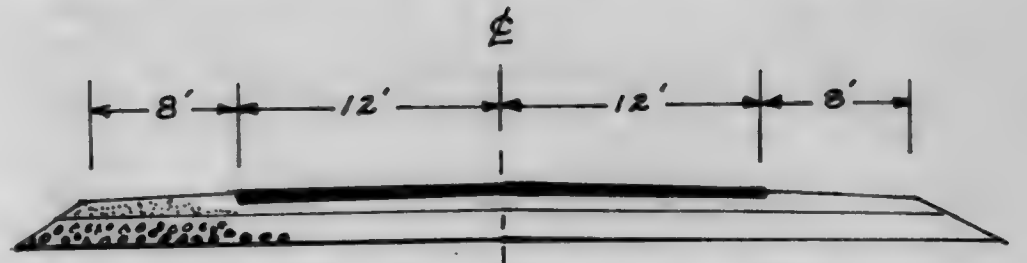
There are no roadside rest areas affected by this project. Ellmaker State Park will be affected by this project.

September 7, 1962

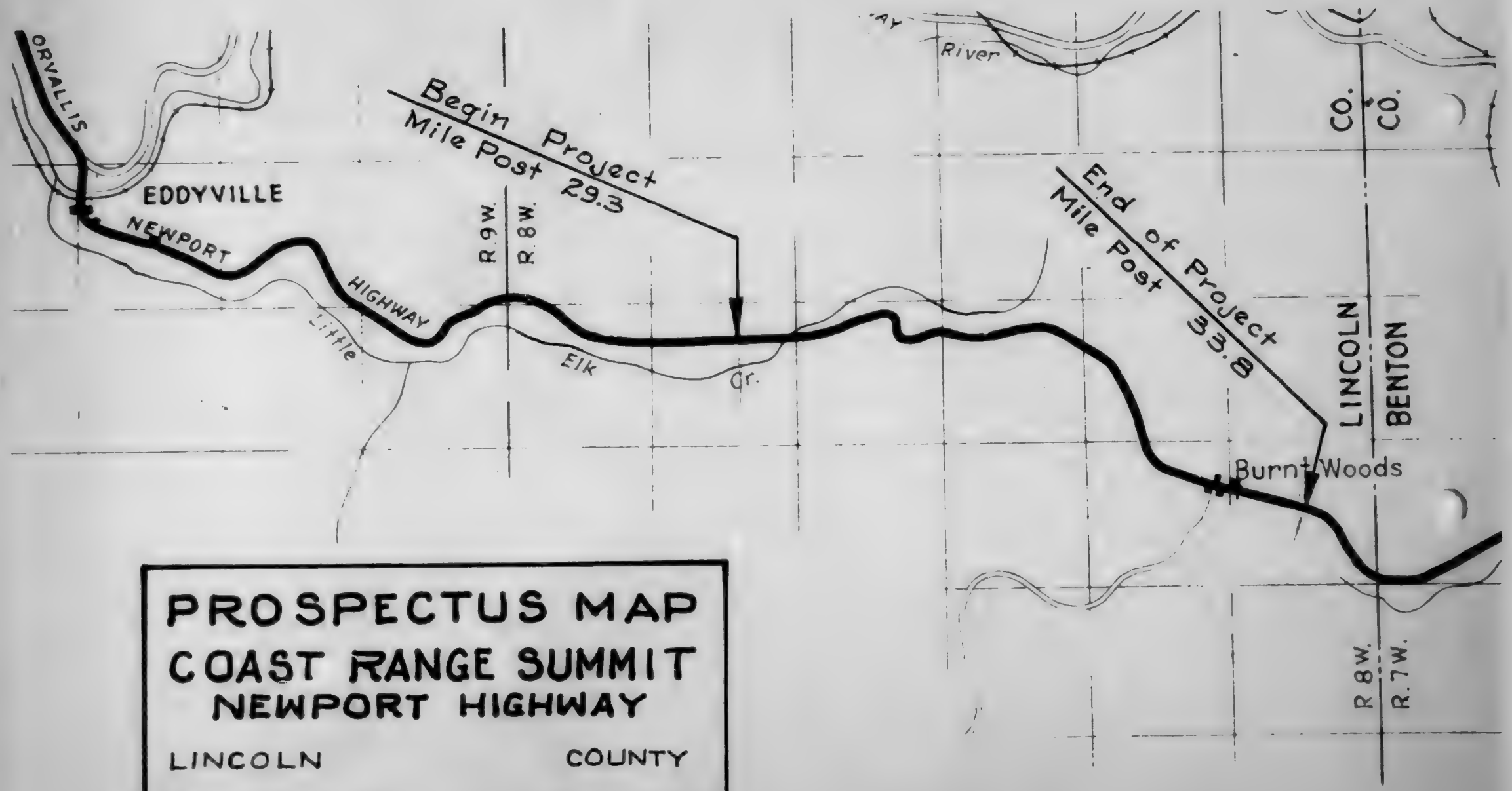
Attachment

cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. D. Walker (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
SEP 11 1962
STATE HIGHWAY



TYPICAL SECTION



PROSPECTUS MAP
COAST RANGE SUMMIT
NEWPORT HIGHWAY

LINCOLN COUNTY

Scale 1"= 1 Mi. 8-30-62

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FOR THE
FILES

STATE HIGHWAY COMMISSION MEETING

Delegation Hwy. 20 Assn. re reconstruction of a portion of the Corvallis-Newport Hwy. over the summit of the Coast Range.

Date ~~April~~ 13, 1962

Time 1:45 p.m.

Name	City or Town	Capacity
James Howes (speaker)	Newport	Secy., Hwy. 20 Assn.
Harv Curry	Newport	V. Pres., Hwy. 20 Assn.
Mike Miller	"	Judge, Lincoln Co. Court
Dave Moffett	Waldport	Lincoln County Commissioner
E. E. Larkin	Corvallis	Benton Co. Judge
Walter Schmidt	"	Benton Co. Commissioner
Melvin Hawkins	Philomath	" "
W. L. Fitzpatrick	Albany	Mayor
Wm. Bollman	"	City Mgr.
Glenn Chaffin	"	Mgr., C of C
Morse Sherwood	Toledo	Director, Hwy. 20 Assn.
Herbert DeSelms	Newport	" "
Harold Eggen	"	Road Foreman, Lincoln Co.
Martin Beyerlein	Philomath	Representing Mayor Larson of Philomath
Vance Taylor	Corvallis	Director, Hwy. 20 ASSN.
Joe Maher	"	Title & Trust Co.
C. A. Brown	Toledo	Supporter, Hwy. 20 Assn.
Mike Huddleston	Newport	Lincoln Co. Engr.
Glenn Huston	Lebanon	Supporter, Hwy. 20 Assn.
Clay Nichols	"	Director, Hwy 20 Assn.

Oregon

U. S. Highway 20 Association

Travel Oregon's Shortest East-West Route • From the Rocky Mountains to the Pacific Ocean

James M. Howes, *Secretary*
Newport, Oregon

KENNETH SIMS, ~~P. E. Gilkey,~~ *President*
Lebanon, ~~Newport,~~ Oregon

BOISE

CALDWELL

NYSSA

VALE

BURNS

BEND

SISTERS

SWEET HOME

LEBANON

ALBANY

CORVALLIS

PHILOMATH

TOLEDO

NEWPORT

April 13, 1962

To The
Oregon State Highway Commission

Gentlemen:

We, of the Oregon U. S. Highway 20 Association, come before you today to remind you that there still remain some very bad stretches in U. S. 20, crippling our economy and endangering lives, and to urge that the program to eliminate these places be resumed without delay. We are not unaware that during the past ten years many notable improvements have been made in U. S. 20. There have been miles of reconstruction east of the Cascades, there have been recent improvements in the Lebanon - Sweet Home area, and west of the Coast Range the Newport - Toledo and Pioneer Mountain sections have been modernized. The U. S. 20 Association is grateful for these improvements.

But now we point to the two remaining worst hazards to traffic over U. S. 20. They are the Slide Area east of Foster, and the winding, tortuous road over the Coast Range Summit. We have long urged rebuilding in these areas, and we are very pleased to note that a large contract for a new road at the Sheep Creek Slide, to be paid for out of National Forest funds, is to be let this year.

The Coast Range Summit remains. Like a high dam, it shuts off and hinders the natural flow of traffic between the Willamette Valley and the developing Port at Yaquina Bay. Though there are other places such as Gellatley Canyon needing improvement, this summit section is the very worst, and it is the main obstacle to the modernizing of U. S. 20 from the Coast to the Valley.

What this modernization could mean in the way of benefits to the economically depressed coastal area, to the Willamette Valley, and to the State of Oregon, would be hard to over - estimate. A study has been made by Port authorities on Yaquina Bay showing that savings up to six dollars per ton could be made if heavy freight haulers could use U. S. 20. As it is now, these haulers cannot use the direct route from Corvallis or Albany areas but must travel a double distance via Portland to get to Newport. There would be the benefit of a much increased tourist business because of the fine recreation areas in our Coast Range Mountains, from which vacationers and sportsemen now stay away because they do not wish to pull their boats and trailers over the present hazardous route and because they, and their families, do not enjoy car-sickness, which happens to many when they do try to come over U. S. 20 as it is at present.

Lincoln County at the western end of U. S. 20 has been declared an economically depressed area.. The Area Re-development Committee appointed by the Lincoln County Court has found, and all are agreed, that the first necessary step to restore the economy of the region is to modernize U. S. 20, the direct route from the Coast to the Valley. A request has gone forward, and there is some hope that Federal funds may be available for this purpose. But right now we would feel much better about this matter if we knew that in the thinking of the Commission and the Highway Department the next step towards building a new road over the Coast Range is a thing specific and of the hear future, not just a blessed generality hoped to be achieved sometime in the indefinite future.

We therefore request that the Commission give urgent consideration to the proposal that a start on a new road over the Coast Range Mountains be made within the next two years, or as soon as possible, and we hope we may have some assurance from you, Gentlemen, that this will be done.

Thank you.

AGENDA
APR 13 1962
1:45 D

April 9, 1962

Mr. James M. Howes, Secretary
U. S. Highway 20 Association
Box 42
Newport, Oregon

Dear Mr. Howes:

This is to confirm our telephone conversation of this morning, in which you request an appearance before the State Highway Commission by the Highway 20 Association, concerning reconstruction of a portion of the Corvallis-Newport Highway over the summit of the Coast Range.

You also mentioned that the reason for the delegations appearance is the same as the one scheduled for March 2 in which your people were unable to appear because of weather conditions.

The next Highway Commission meeting is scheduled for Friday, April 13, in Room 419 of the State Highway Building in Salem. Fifteen minutes of time has been reserved for you and your group beginning at 1:45 p.m.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc: Commissioners

Mr. Forrest Cooper

1:45
D

STATE HIGHWAY COMMISSION MEETING

Delegation Hwy. 20 Assn. re highway improvements on Corvallis-Newport Hwy. over the summit of the Coast Range east of Toledo.

Date March 2, 1962

Time 2:00 p.m.

Name	City or Town	Capacity
Delegation cancelled		
Wm. D. Bollman spoke shortly	Albany	City Mgr., Hwy. 20 Assn. member

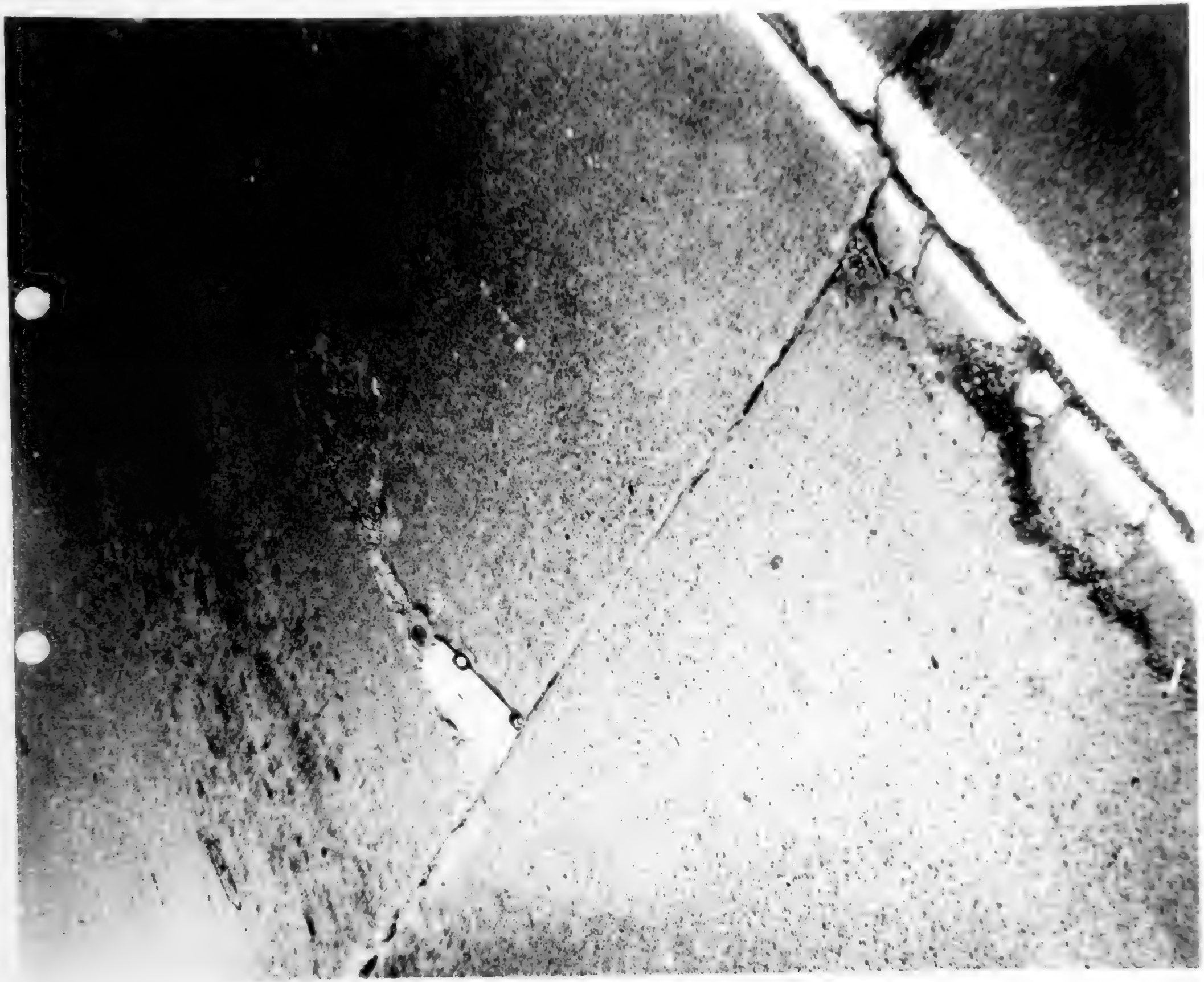







RICH MAID
ICE CREAM





Albany Democrat-Herald
NEWS PHOTO

I-405-8 S.W. Broadway-Ross Island Br. 1963
(5)301 Sec., Stadium Fwy. & Pacific Hwy.
#6331 (Grad., Pav., etc.) [redacted]

RECEIVED
SEP 13 1967

UNITED STATES GOVERNMENT

Memorandum

Edwards

I 405-8(5)301

I-5-6(48)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 7, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Projects I-405-8(5)301 and I-5-6(48)301
Southwest Broadway - Ross Island Bridge Section
Price Agreement No. 22

Mr. Edwards' August 28, 1967 letter requested our further consideration regarding participation in the subject price agreement.

Our May 29, 1967 memorandum indicated the participation would be extended to the square-footage price of all signs in place, including Sign 29. It was assumed that the lump-sum price of $2,392 covered the revision of the sign messages which were later changed by State Forces. For this reason it was felt this amount should be deducted from the price agreement for Federal participation.

Mr. Edwards indicated that the messages of Signs 14, 21, 28 and 30 were not subsequently changed by State Forces but remained in place as installed by the contractor under the price agreement. For this reason we agree that the cost of the legend ($570.50) for these four signs should be included as a participating item.

NOTED
TOM EDWARDS

RECEIVED
SEP 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 29 1967

FOR FILING
I 405-8(5)-1
6331

August 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA
S. W. Broadway-Ross Island
Bridge Section
Contract No. 6331
FAP Nos. I-405-8(5)301
and I-5-6(48)301

Dear Sir:

I have your memo of May 29, 1967 denying participation in a part of the work under Price Agreement No. 22 (Item 2, Revise Type "A" signs to reflect changed legends and dimensions) in the amount of $2,392.

Price Agreement No. 22 authorized changes in Signs No. 5, 12, 13, 14, 15, 21, 22, 24, 28, 29 and 30 which were made by the contractor. Subsequent to these changes, State Forces made additional changes to the area signing and in this operation Signs No. 14, 21, 28 and 30 were not changed. They remain in place as the contractor installed them under the price agreement. In line with your memos of July 9, 1965, and October 4, 1966, the cost of the legend revision for these four signs ($570.50) should be a participating item.

Sign No. 29 was installed per original contract drawings. The size of the sign and the sign legend were changed under Price Agreement No. 22 and this legend was subsequently changed by State Forces. The estimated cost of the legend change for Sign No. 29 is $50. With full participation on the sign square footage, a citation on the $50 on the legend change is acceptable -- this citation to appear against the appropriate contract item.

Your further consideration of the matter is requested.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison (enc)
F. B. Crandall
CAG:jf ja

Very truly yours,

Forrest Cooper
State Highway Engineer

By
Tom Edwards
Assistant State Highway Engineer

Form 69-121
(11-62)
(Proc. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 29, 1967

In reply refer to: 08-35-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

Edwards C331

SUBJECT: Oregon Project I-405-8(5)301 and I-5-6(48)301
SW. Broadway - Ross Island Bridge Section
Price Agreement No. 22

The above price agreement was written May 6, 1965 for revision in the butterfly sign structure and the revision in the legend of Type A Signs Nos. 5, 12, 13, 14, 15, 21, 22, 24, 28, 29, and 30. In our letter to you of April 2, 1965 we indicated approval of the legend change, with the exception of Sign 29. Again in our letter of July 9, 1965 we approved legend changes indicated under Price Agreement No. 22, with the exception of Sign 29.

In order to further clarify our approval, we feel that participation should be extended to the square footage price of all signs in place, including Sign 29. However, because of your difficulty in finding the proper messages for these signs, approval should not be extended to the revision of these messages. It is assumed that the lump sum price of $2,392 is for the revision of these sign messages, and it appears that this amount should be deducted from Price Agreement No. 22 for Federal participation. We also assume that proper credit will be extended for any signs not in place, but stored in the maintenance yards of the State.

We understand that the conflict of Sign 29 which diverted traffic down the 5th Avenue ramp to Salem has since been corrected and this is the reason for extending our participation in the square footage only of this sign.

Copy - Cornwall
6-2-67

Merchant
Discuss

RECEIVED
JUN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 12 1967

Salem, Oregon
July 11, 1967

State of Oregon, et al vs.
American Pipe and Construction
Company, et al. 67-266

Mr. Jack Collins
Assistant Attorney General
Legal Department
State Highway Commission
State Highway Building
Salem, Oregon 97301

In reference to your letter of June 29, 1967, we are submitting the following tabulations of concrete and pressure pipe used on contract #6331, Southwest Broadway-Ross Island Dr., and contract #6354, West Morgan Interchange.

Southwest Broadway-Ross Island Bridge, contract #6331 was awarded to Donald M. Drake Company.

Hoeing and Son was subcontractor for the following pipe items:

10.	6" Sewer pipe	105	lin.ft.
11.	8" Sewer pipe	5,779	lin.ft.
12.	10" Sewer pipe	362	lin.ft.
13.	12" Sewer pipe	4,969	lin.ft.
14.	15" Sewer pipe	498.34	lin.ft.
15.	18" Sewer pipe	20	lin.ft.
16.	21" Sewer pipe	2,238	lin.ft.
17.	24" Sewer pipe	773.16	lin.ft.
18.	27" Reinforced Sewer pipe	1,260	lin.ft.
19.	8" Helical Corr. Metal Sewer pipe	486	lin.ft.
20.	12" Helical Corr. Metal Sewer pipe	440	lin.ft.
21.	24" Helical Corr. Metal Sewer pipe	300	lin.ft.
22.	8" Metal Drain pipe	1,149	lin.ft.
63.	3/4" Galvanized Water pipe	100	lin.ft.
65.	2" Galvanized Water pipe	849.3	lin.ft.
206.	Install Water Bureau pipe		lump sum

West Marquam Interchange, contract #6354, was awarded to Peter Kiewit Sons' Co.

Tocplan and Thatcher was subcontractor for the following pipe items:

38.	8" Sewer pipe	2,066	lin.ft.
39.	12" Sewer pipe	696	lin.ft.
40.	15" Sewer pipe	61.4	lin.ft.
41.	18" Sewer pipe	657.3	lin.ft.
42.	21" Sewer pipe	124	lin.ft.
43.	24" Sewer pipe	263.9	lin.ft.
44.	27" Reinf. Sewer pipe	272.5	lin.ft.
46.	21" Ext. Strength Concrete pipe	201.5	lin.ft.

Since both of these contracts were submitted to you previously under the prime contractors name, this would not be additional quantities to be claimed.

L. H. Young
Office Engineer

VD:vr

RECEIVED
DEC 21 1966
FOR FILING
I-405-8(5)3
6831

December 20, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-405-8(5)301
I-5-6(48)301

Dear Sir:

Your March 25, 1966, endorsement noted that contract work on Contract No. 6831, S.W. Broadway-Zoon Inland Bridge Section in Multnomah County, Federal-Aid Project Nos. I-405-8(5)301 and I-5-6(48)301, was satisfactory. The State Highway Commission authorized acceptance of the contract as of April 29, 1966.

Attached or listed below are the data necessary for your acceptance of the project.

All participating work under State Force Order (including the establishment period) by State Forces, or others, was completed 4-29-66.

Contractor's wage certification is dated 4-15-66.

Attachments are as follows:

Materials Report, M-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (A-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JK:ak

cc: C. H. Nelson
F. D. Morgan
H. M. Chase

STATE COPY

Monthly transaction number 9-72	FORM PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Multnomah
Modification number 1		Project number I-405-8(5)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 30, 19 64, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,589,663	$ 4,394,339
Federal funds	$ 4,221,000.00	$ 4,042,000.00
Other revisions		

This modification is made for the following reasons:

To include reduction in construction costs based on revised estimate.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of September, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. M. Parsons
(Division Engineer)

By _____
L. R. Beetlund, Administrative Manager

US COMM-DOC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-405-8(5)301

S. W. BROADWAY - ROSS ISLAND BRIDGE SECTION OF THE

STADIUM FREEWAY IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and revised estimated quantities.)

Salem, Oregon, August 31, 1966

Type Code 7221
Roadway (Grade & Pave)(Sta. "H" 477+00 to Sta. "E" 510+38.10)
(Contract 6331)

Previous subtotal on estimate of Oct. 23, 1966			$2,045,378.14
Previous Estimate			
General Excavation, Unclassified	514,200 cu.yd.	$1.04	$ 534,768.00
Sand Subbase Material	9,940 cu.yd.	2.20	21,868.00
			$ 556,636.00
Revised Estimate			
General Excavation, Unclassified	459,500 cu.yd.	1.04	$ 477,880.00
Sand Subbase Material	500 cu.yd.	2.20	1,100.00
			$ 478,980.00
	Net Decrease		77,656.00
	Subtotal		$1,967,722.14
	10% Engr. & Cont.		196,771.86
		Total	$2,164,494.00

Type Code X721
S.W. Broadway U'xing (Sta. "L" 473+53.62) (Contract 6331)

Previous subtotal on estimate of Oct. 23, 1963			$1,929,336.00
			$ 195,410.00
Previous Estimate - Bridge #9160			
Drive Timber Piles	242 only	40.00	$ 9,680.00
Revised Estimate			
Drive Timber Piles	60 only	40.00	2,400.00
	Net Decrease		$ 7,280.00
	Bridge #9160		$ 188,130.00

Previous Estimate - Bridge #9159			$ 119,390.00
Furnish Treated Timber Piling	7,035 lin.ft.	$ 1.20	8,442.00
Drive Timber Piles	127 only	40.00	5,080.00
			$ 13,522.00
Revised Estimate			
Furnish Treated Timber Piling	735 lin.ft.	1.20	$ 882.00
Drive Timber Piles	34 only	40.00	1,360.00
			$ 2,242.00
	Net Decrease		$ 11,280.00
	Bridge #9159		$ 108,110.00

Type Code X721
S. W. 6th Ave. U'xing (Br. 9158) (Sta. "L" 477+96.13) (Contract 6331)

Previous Estimate - Bridge #9158			$ 276,543.00
Furnish Treated Timber Piling	22,580 lin.ft.	1.10	24,838.00
Drive Timber Piles	375 only	40.00	15,000.00
			$ 39,838.00
Revised Estimate			
Furnish Treated Timber Piling	470 lin.ft.	1.10	$ 517.00
Drive Timber Piles	21 only	40.00	840.00
			$ 1,357.00
	Net Decrease		$ 38,481.00
	Bridge #9158		$ 238,062.00

Type Code X721
S. W. 5th Ave. U'xing (Sta. "L" 479+51.91) (Contract 6331)

Previous Estimate - Bridge #9157			$ 227,878.00
Structural Excavation Below Elevation Shown	300 cu.yd.	3.87	1,161.00
Furnish Treated Timber Piling	13,990 lin.ft.	1.10	15,389.00
			$ 16,550.00
Revised Estimate			
Furnish Treated Timber Piling	11,000 lin.ft.	1.10	$ 12,100.00
	Net Decrease		$ 4,450.00
	Bridge #9157		$ 223,428.00

Previous Estimate - Bridge #9156			$ 121,105.00
Furnish Treated Timber Piling	6,535 lin.ft.	$ 1.20	7,842.00
Revised Estimate			
Furnish Treated Timber Piling	3,040 lin.ft.	1.20	$ 3,648.00
	Net Decrease		$ 4,194.00
	Bridge #9156		$ 116,911.00

Type Code X721
S. W. 4th Ave. U'xing (Bridge #9155) (Sta. "L" 485+65.7) (Contract 6331)

Previous Estimate - Bridge #9155			$ 212,063.00
Structural Excavation Below Elevation Shown	150 cu.yd.	3.90	$ 585.00
Furnish Treated Timber Piling	15,270 lin.ft.	1.10	16,797.00
			$ 17,382.00
Revised Estimate			
Furnish Treated Timber Piling	10,850 lin.ft.	1.10	$ 11,935.00
	Net Decrease		$ 5,447.00
	Bridge #9155		$ 206,616.00

Type Code X721
S. W. 1st Ave. U'xing (Bridge #9154) (Sta. "L" 495+14.89) (Contract 6331)

Previous Estimate - Bridge #9154			$ 226,664.00
	No Change		

Type Code X781
Harbor Drive U'xing (Bridge #9153) (Sta. "E" 497+69.05) (Contract 6331)

Previous Estimate - Bridge #9153			$ 536,133.00
Structural Excavation Below Elevation Shown	700 cu.yd.	3.86	2,702.00
Furnish Treated Timber Piling	24,345 lin.ft.	1.20	29,214.00
Drive Timber Piles	541 only	40.00	21,640.00
			$ 53,556.00
Revised Estimate			
Structural Excavation Below Elevation Shown	30 cu.yd.	3.86	$ 115.80
Furnish Treated Timber Piling	13,650 lin.ft.	1.20	16,380.00
Drive Timber Piles	207 only	40.00	8,280.00
			$ 24,775.80

Net Decrease	$ 28,780.20
Bridge #9153	$ 507,352.80

Type Code Y060
Utility Work on Structures

No Change	$ 14,150.00
Total Decrease on Structures	$ 99,912.20
Revised Subtotal	1,829,423.80
10% Engr. & Cont.	182,942.20
	$2,012,366.00

Length of Roadway	0.085 mile (Grading)
Length of Roadway	0.633 mile (Grade & Pave)
Length of 6 Structures	0.000 mile
Total Length	0.718 mile
Cost of Roadway (Grading) per mile	$2,558,576.47
Cost of Roadway (Grade & Pave) p. mi.	$3,419,421.80

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading)	$ 217,479.00	$ 200,000.00	$ 17,479.00
Roadway (Grade & Pave)	2,164,494.00	1,991,000.00	173,494.00
Structures	2,012,366.00	1,851,000.00	161,366.00
	$4,394,339.00	$4,042,000.00	$352,339.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 5-27301	FORM 2 (REV. 4) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 8	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Multnomah
		PROJECT NO. I-405-8(5)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-405 S.W. Park Ave. to Marquam Br.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	0.718
*OTHER *(Specify)* Utility Work on Structures	11-23-62	0.0

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,589,663.00	$ 4,221,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd M. Stuart

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. H. Parsons
(Division Engineer)

By: E. H. Bucklund, Administrative Mgr.

Date executed by Division Engineer April 30, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

AGREEMENT PROVISIONS

By _____ By A. M. Pagonis
(Division Engineer)

_____ (Title) By: L. L. Rockland, Administrative Engr.

By _____ Date executed by Division Engineer April 28, 1964

_____ (Title)

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

NONDISCRIMINATION PROVISION

13. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the President's Committee on Equal Employment Opportunity, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following:

NONDISCRIMINATION PROVISION (Continued)

Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and of the rules, regulations and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

(5) The contractor will furnish all information and reports required by Executive Order 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and by the rules, regulations and orders of the said Committee, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Committee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the Bureau of Public Roads may direct as a means of enforcing such provisions, including sanctions for noncompliance: **Provided, however,** that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause in any federally assisted construction work which it performs itself other than through the permanent work force directly employed by an agency of Government.

The State highway department agrees that it will cooperate actively with the Bureau of Public Roads and the President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations and relevant orders of the Committee, that it will furnish the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, and that it will otherwise assist the Bureau of Public Roads in the discharge of the Bureau's primary responsibility for securing compliance. The State highway department further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11114 with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to Part III, Subpart D of Executive Order 10925 and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Bureau of Public Roads or the Committee pursuant to Part III, Subpart D of Executive Order 10925. In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this grant (contract, loan, insurance, guarantee), may refrain from extending any further assistance under any of its programs subject to Executive Order 11114 until satisfactory assurance of future compliance has been received from such State highway department, or may refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

14. **Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.**

Oregon State Highway Department

Federal Aid
Project No. I-405-8(5)301

S. W. BROADWAY-ROSS ISLAND BRIDGE SECTION OF THE

STADIUM FREEWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 23, 1963

Type Code 0015
Roadway (Grading)(Sta. "L" 472+50 to Sta. "L" 477+00)(Contract 6331)

Clearing and Grubbing	All Required (10%)			$ 4,000.00
Demolition of Buildings	All Required (15%)			6,000.00
Removal of Misc. Concrete and Masonry	All Required (10%)			5,000.00
Drainage Excavation, Unclassified	510 cu.yds.	$ 4.50		2,295.00
General Excavation, Unclassified	92,000 cu.yds.	1.04		95,680.00
Finish Roadbed and Slopes	All Required (5%)			290.30
Rounding Cutbanks	All Required (5%)			100.10
Mulching	2 acres	654.00		1,308.00
6-inch Sewer Pipe	20 lin.ft.	3.35		67.00
8-inch Sewer Pipe	130 lin.ft.	1.85		240.50
18-inch Sewer Pipe	230 lin.ft.	5.00		1,150.00
21-inch Sewer Pipe	290 lin.ft.	5.95		1,725.50
8-inch Helical Corr. Metal Sewer Pipe	100 lin.ft.	3.00		300.00
6-inch Perforated Metal Drain Pipe	360 lin.ft.	1.70		612.00
8-inch Perforated Metal Drain Pipe	560 lin.ft.	2.55		1,428.00
8-inch Metal Drain Pipe	150 lin.ft.	2.20		330.00
Special Backfill in Drains	65 cu.yds.	3.70		240.50
Concrete Inlets, Type C-1	5 only	85.00		425.00
6-foot Chain Link Fence	665 lin.ft.	2.03		1,349.95
Guard Rail	40 lin.ft.	2.50		100.00
Rail End Pieces	2 only	4.50		9.00
Sprinkling	20 M-Gal.	3.00		60.00
Retaining Walls				
Shoring, Cribbing, etc.	All Required (13%)			$ 11,664.38
Structural Excavation	4,300 cu.yds.	$ 1.82		7,826.00
Structural Excavation Below Elevation Shown	400 cu.yds.	3.87		1,548.00
Selected Backfill	1,700 cu.yds.	2.67		4,539.00
Class "A" Concrete	750 cu.yds.	52.56		39,420.00
Metal Reinforcement	100,000 lbs.	0.10		10,000.00
		Subtotal		$197,708.23
		10% Engr. & Const.		19,770.77
		Total		$217,479.00

Type Code 7221
Roadway (Grade & Pave)(Sta. "L" 477+00 to Sta. "E" 510+38.10)(Contract 6331)

Clearing and Grubbing	All Required (85%)			$ 34,000.00
Demolition of Buildings	All Required (85%)			34,000.00
Removal of Misc. Concrete and Masonry	All Required (85%)			42,500.00
Provide for Traffic	All Required			144,113.00
Drainage Excavation, Unclassified	9,180 cu.yds.		$ 4.50	41,310.00
General Excavation, Unclassified	514,200 cu.yds.		1.04	534,768.00
Finishing Roadbed and Slopes	All Required (85%)			4,935.10
Rounding Cutbanks	All Required (90%)			1,801.80
Mulching	14 acres		654.00	9,156.00
8-inch Sewer Pipe	4,570 lin.ft.		1.85	8,454.50
10-inch Sewer Pipe	330 lin.ft.		2.10	693.00
12-inch Sewer Pipe	2,270 lin.ft.		2.75	6,242.50
21-inch Sewer Pipe	1,950 lin.ft.		5.95	11,602.50
24-inch Sewer Pipe	880 lin.ft.		7.75	6,820.00
27-inch Reinforced Sewer Pipe	1,380 lin.ft.		8.80	12,144.00
8-inch Helical Corr. Metal Sewer Pipe	150 lin.ft.		3.00	450.00
12-inch Helical Corr. Metal Sewer Pipe	130 lin.ft.		4.00	520.00
24-inch Helical Corr. Metal Sewer Pipe	360 lin.ft.		6.60	2,376.00
Class "A" Concrete in Sewers	3 cu.yds.		40.00	120.00
Extra for House Connections	All Required (100%)			91.00
Extra for Pipe Under Pavement	860 lin.ft.		5.00	4,300.00
6-inch Perforated Metal Drain Pipe	2,030 lin.ft.		1.70	3,451.00
8-inch Perforated Metal Drain Pipe	4,870 lin.ft.		2.55	12,418.50
8-inch Metal Drain Pipe	1,410 lin.ft.		2.20	3,102.00
Special Backfill in Drains	800 cu.yds.		3.70	2,960.00
Concrete Inlets, Type B	4 only		90.00	360.00
Concrete Inlets, Type CG-1	5 only		85.00	425.00
Concrete Inlets, Type G	7 only		75.00	525.00
Concrete Inlets, Type G-1	34 only		85.00	2,890.00
Concrete Inlets, Type P	36 only		100.00	3,600.00
Curb Inlets	5 only		95.00	475.00
Concrete Manholes, 6' or less deep	3 only		225.00	675.00
Concrete Manholes, 6 to 12 feet deep	21 only		350.00	7,350.00
Concrete Manholes, over 12' deep	12 only		415.00	4,980.00
Adjustment of Manholes	6 only		85.00	510.00
Reconstruction of Manholes	10 only		350.00	3,500.00
Capping Manholes	5 only		95.00	475.00
Concrete Curbs	670 cu.yds.		82.50	55,275.00
Concrete Walks and Surfacing	3,480 sq.yds.		4.77	16,599.60
Concrete Driveways	100 sq.yds.		5.68	568.00
Concrete in Islands	275 cu.yds.		33.60	9,240.00
6-foot Chain Link Fence	5,935 lin.ft.		2.03	12,048.05
4'x6' Walk Gates	8 only		72.00	576.00
Portable Barricades	5 only		70.00	350.00
Salvage and Reinstall Type 3-70 Fence	24 rods		17.00	408.00
Guard Rail	6,950 lin.ft.		2.50	17,375.00
Type 2 Barricade	4,000 lin.ft.		2.50	10,000.00
Rail End Pieces	41 only		4.50	184.50

Salvage and Reinstall Guard Rail	380 lin.ft.	$ 3.00	$ 1,140.00
Salvage and Reinstall Type 2 Barrier	2,800 lin.ft.	1.00	2,800.00
Salvage and Reinstall Guide Posts	84 only	4.00	336.00
Galvanized Junction Boxes	9 only	34.00	306.00
Concrete Pole Footings	30 only	70.00	2,100.00
Guide Posts, I-3	3 only	7.50	22.50
1/2-Inch Electrical Conduit	100 lin.ft.	1.17	117.00
1-Inch Electrical Conduit	140 lin.ft.	1.40	196.00
1½ Inch Electrical Conduit	500 lin.ft.	1.42	710.00
1½-Inch Electrical Conduit	4,900 lin.ft.	1.48	7,252.00
3/4-Inch Galvanized Water Pipe	110 lin.ft.	1.50	165.00
1-Inch Galvanized Water Pipe	380 lin.ft.	2.25	855.00
2-Inch Galvanized Water Pipe	160 lin.ft.	4.00	640.00
Sand Subbase Material	9,940 tons	2.20	21,868.00
Coarse Crushed Material in Base	32,600 tons	2.20	71,720.00
3/4"-0 Material in Base	6,800 tons	2.30	15,640.00
Sprinkling	1,200 M-gal.	3.00	3,600.00
Preparation of Base	All Required (90%)		1,530.00
3/4"-0 Material in Binder Course	305 cu.yds.	4.50	1,372.50
RC-250 Asphalt	48 tons	50.00	2,400.00
Class "B" Asphaltic Concrete	9,000 tons	6.20	55,800.00
Class "C" Asphaltic Concrete	190 tons	6.20	1,178.00
Asphaltic Concrete Traffic Markers, Type "L"	120 lin.ft.	0.80	96.00
12-inch Reinforced Concrete Bridge End Panels	790 sq.yds.	14.51	11,462.90
8-Inch Standard Reinforced Concrete Pavement	27,200 sq.yds.	5.50	149,600.00
8"-12" Reinforced Concrete Wedge Supports	50 sq.yds.	10.00	500.00
Special Longitudinal Joints	1,100 lin.ft.	3.50	3,850.00
Retaining Walls			
Shoring, Cribbing, etc.	All Required (63%)		56,527.38
Structural Excavation	19,700 cu.yds.	1.82	35,854.00
Structural Excavation Below Elevation Shown	1,900 cu.yds.	3.87	7,353.00
Selected Backfill	9,000 cu.yds.	2.67	24,030.00
Furnish Treated Timber Piling	1,925 lin.ft.	1.08	2,079.00
Drive Timber Piles	35 only	40.00	1,400.00
Class "A" Concrete	3,400 cu.yds.	52.56	178,704.00
Metal Reinforcement	480,000 lbs.	0.10	48,000.00
Pipe Handrail	130 lin.ft.	7.50	975.00
Signing			
Removal and Revision of Existing Signing	All Required (94%)		282.00
Sign Support Footings	All Required (73%)		10,745.60
Metal Sign Posts	All Required)100%)		888.00
70'-0" to 79'-11" Sign Bridges	All Required (100%)		30,936.00

90' - 0" to 99' - 11" Sign Bridges	All Required (66%)		$ 20,621.70
Butterfly Sign Structures	All Required (100%)		5,322.00
Modify Existing Sign Structures	All Required (23%)		44.16
Overhead Sign Illumination and Flashing Beacon Equipment	All Required (49%)		9,875.46
Wood Sign Posts	All Required (72%)		604.80
Type "A" Signs in Place	2,465 sq.ft.	$ 6.20	15,283.00
Type "C", "D" and "R" Signs in Place	340 sq.ft.	3.10	1,054.00
Type "E", "F", "G" and "M" Signs in Place	130 sq.ft.	3.20	416.00
			$1,878,970.05
Flagging (57½% of Contractor's Cost)	All Required		$ 3,500.00
Guide Signing	All Required		1,750.00
Signals (Temporary)	All Required		3,000.00
Illumination (Temporary)	All Required		6,000.00
Install Sign Covers	All Required		320.00
Pavement Joint Sealer	All Required		1,100.00
			$ 15,670.00
Utilities			
Work by City of Portland	All Required		$ 149,921.90
Work by Pacific Power & Light Co.	All Required		816.19
	Subtotal		$2,045,378.14
	10% Engr. & Cont.		204,536.86
	Total		$2,249,915.00

Type Code X721
S. W. Broadway U'xing (Sta. "L" 473+53.62)(Contract 6311)

Bridge #9160			
Shoring, Cribbing, etc.	All Required		$ 1,775.00
Structural Excavation	2,100 cu.yds.	$ 1.83	3,843.00
Structural Excavation Below Elevation Shown	200 cu.yds.	3.87	774.00
Selected Backfill	1,000 cu.yds.	2.67	2,670.00
Furnish Treated Timber Piling	14,570 cu.yds.	1.10	16,027.00
Drive Timber Piles	242 only	40.00	9,680.00
Class "A" Concrete (1,435 cu.yds.)	All Required		121,697.00
Metal Reinforcement (362,800 lbs.)	All Required		33,804.00
Metal Parapet Railing	451 lin.ft.	6.00	2,706.00
Preparation of Slopes	200 sq.yds.	2.69	538.00
Concrete Slab Riprap	200 sq.yds.	3.73	746.00
Electrical Conduit	All Required		1,150.00
			$ 195,410.00
Bridge No. 9159			
Shoring, Cribbing, etc.	All Required		$ 2,707.00
Structural Excavation	1,400 cu.yds.	$ 1.83	2,562.00
Structural Excavation Below Elevation Shown	100 cu.yds.	3.87	387.00

Selected Backfill	600 cu.y's.	$ 2.67	$ 1,602.00
Furnish Treated Timber Piling	7,035 lin.ft.	1.20	8,442.00
Drive Timber Piles	127 only	40.00	5,080.00
Class "A" Concrete (812 cu.y's.)	All Required		73,866.00
Metal Reinforcement (192,000 lbs.)	All Required		20,130.00
Metal Parapet Railing	523 lin.ft.	6.00	3,138.00
Preparation of Slopes	160 sq.y'a.	2.30	368.00
Concrete Slab Riprap	160 sq.y'a.	4.80	768.00
Electrical Conduit	All Required		340.00
			$ 119,390.00

Type Code K721
S. W. 6th Ave. U'xing (Br. #9158)(Sta. "L" 477+96.13)(Contract 6331)

Shoring, Cribbing, etc.	All Required		$ 18,680.00
Structural Excavation	3,200 cu.y'a.	$ 1.83	5,856.00
Structural Excavation Below Elevation Shown	300 cu.y'a.	3.87	1,161.00
Selected Backfill	1,100 cu.y'a.	2.67	2,937.00
Furnish Treated Timber Piling	22,580 lin.ft.	1.10	24,838.00
Drive Timber Piles	375 only	40.00	15,000.00
Class "A" Concrete (2,005 cu.y'a.)	All Required		154,066.00
Metal Reinforcement (516,000 lbs.)	All Required		46,640.00
Metal Parapet Railing	555 lin.ft.	7.00	3,885.00
Preparation of Slopes	400 sq.y'a.	2.30	920.00
Concrete Slab Riprap	400 sq.y'a.	4.80	1,920.00
Electrical Conduit	All Required		40.00
			$ 276,043.00

Type Code K721
S. W. 5th Ave. U'xing (Sta. "L" 479+51.91)(Contract 6331)

Bridge No. 9157

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	2,600 cu.y'a.	$ 1.83	4,758.00
Structural Excavation Below Elevation Shown	300 cu.y'a.	3.87	1,161.00
Selected Backfill	850 cu.y'a.	2.70	2,295.00
Furnishing Treated Timber Piling	13,990 lin.ft.	1.10	15,389.00
Drive Timber Piles	266 only	40.00	10,640.00
Class "A" Concrete (1,772 cu.y'a.)	All Required		145,296.00
Metal Reinforcement (391,100 lbs.)	All Required		35,860.00
Metal Parapet Railing	577 lin.ft.	7.00	4,039.00
Preparation of Slopes	375 sq.y'a.	2.40	900.00
Concrete Slab Riprap	375 sq.y'a.	4.80	1,800.00
Electrical Conduit	All Required		740.00
			$ 227,878.00

Bridge No. 9156

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	1,200 cu.y'a.	$ 1.83	2,196.00

Structural Excavation Below Elevation Shown	100 cu.y's.	$ 3.87	$ 387.00
Selected Backfill	400 cu.y's.	2.67	1,068.00
Furnish Treated Timber Piling	6,535 lin.ft.	1.20	7,842.00
Drive Timber Piles	124 only	40.00	4,960.00
Class "A" Concrete (833 cu.y's.)	All Required		74,076.00
Metal Reinforcement (227,400 lbs.)	All Required		21,190.00
Metal Parapet Railing	561 lin.ft.	6.00	3,366.00
Preparation of Slopes	100 sq.y's.	2.30	230.00
Concrete Slab Riprap	100 sq.y's.	4.80	480.00
Electrical Conduit	All Required		310.00
			$ 121,105.00

Type Co'e K721
S. W. 4th Avenue U'xing (Br. #9155)(Sta. "L" 485+65.7)(Contract 6331)

Shoring, Cribbing, etc.	All Required		$ 9,617.00
Structural Excavation	1,400 cu.y's.	$ 1.83	2,562.00
Structural Excavation Below Elevation Shown	150 cu.y's.	3.90	585.00
Selected Backfill	600 cu.y's.	2.67	1,602.00
Furnish Treated Timber Piling	15,270 lin.ft.	1.10	16,797.00
Drive Timber Piles	222 only	40.00	8,880.00
Class "A" Concrete (1,430 cu.y's.)	All Required		133,349.00
Metal Reinforcement (363,000 lbs.)	All Required		34,050.00
Metal Parapet Railing	532 lin.ft.	6.50	3,458.00
Preparation of Slopes	110 sq.y's.	1.50	165.00
Concrete Slab Riprap	110 sq.y's.	4.80	528.00
Electrical Conduit	All Required		470.00
			$ 212,063.00

Type Co'e K721
S. W. 1st Ave. U'xing (Br. No. 9154)(Sta. "L" 495+14.89)(Contract 6331)

Shoring, Cribbing, etc.	All Required		$ 2,707.00
Structural Excavation	2,100 cu.y's.	$ 1.83	3,843.00
Structural Excavation Below Elevation Shown	200 cu.y's.	3.87	774.00
Selected Backfill	700 cu.y's.	2.67	1,867.00
Furnish Treated Timber Piling	10,850 lin.ft.	1.10	11,935.00
Drive Timber Piles	300 only	40.00	12,000.00
Class "A" Concrete (1,900 cu.y's.)	All Required		140,938.00
Metal Reinforcement (491,600 lbs.)	All Required		45,750.00
Metal Parapet Railing	432 lin.ft.	6.50	2,808.00
Preparation of Slopes	525 sq.y's.	2.40	1,260.00
Concrete Slab Riprap	525 sq.y's.	4.80	2,520.00
Electrical Conduit	All Required		260.00
			$ 226,664.00

Type Code X761
Harbor Drive O'xing (Br. #9153)(Sta. "E" 497+69.05)(Contract 6331)

S. W. Harbor Drive Detour	All Required		$ 182,163.00
Remove Spans 1 and 2 of S. W. Arthur Street O'xing	All Required		8,769.00
Shoring, Cribbing, etc.	All Required		11,520.00
Structural Excavation	7,500 cu.yds.	$ 1.83	13,725.00
Structural Excavation Below Elevation Shown	700 cu.yds.	3.86	2,702.00
Selected Backfill	3,000 cu.yds.	2.67	8,010.00
Furnish Treated Timber Piling	24,345 lin.ft.	1.20	29,214.00
Drive Timber Piles	541 only	40.00	21,640.00
Class "A" Concrete (2,285 cu.yds.)	All Required		147,316.00
80' to 85' Type IV Prestressed Beams	17 only	1,748.00	29,716.00
90' to 95' Type IV Prestressed Beams	5 only	1,748.00	8,740.00
95' to 100' Type IV Prestressed Beams	13 only	1,748.00	22,724.00
100' to 105' Type IV Prestressed Beams	4 only	1,748.00	6,992.00
Metal Reinforcement (360,000 lbs.)	All Required		36,790.00
Metal Parapet Railing	194 lin.ft.	$ 00	1,552.00
Steel Handrail	304 lin.ft.	11.25	3,420.00
Electrical Conduit	All Required		1,140.00
			$ 536,133.00

Type Code Y060
Utility Work on Structures

Install Telephone Conduit	All Required	$ 6,600.00
Install P.G.E. Conduit	All Required	1,550.00
Install Water Bureau Pipe	All Required	6,000.00
		$ 14,150.00

Subtotal	$1,929,336.00
10% Engr. & Cont.	192,933.00
Total	$2,122,269.00

Length of Roadway - - - - - - - - - - - - -0.085 miles (Grading
Length of Roadway - - - - - - - - - - - - -0.633 miles (Grade & Pave)
Length of 6 Structures- - - - - - - - - - -0.000 miles
Total Length - - - - - - - - - - - - - - - -0.718 miles
Cost of Roadway (Grading) per mile- - - -$2,558,576.47
Cost of Roadway (Grade & Pave) per mile -$3,549,393.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading)	$ 217,479.00	$ 200,000.00	$ 17,479.00
Roadway (Grade & Pave)	2,249,915.00	2,069,000.00	180,915.00
Structures	2,122,269.00	1,952,000.00	170,269.00
	$4,589,663.00	$4,221,000.00	$368,663.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

S. W. BROADWAY-ROSS ISLAND BRIDGE SECTION

Project No. I-405-8(5)301

Estimated Cost of Work by the City of Portland:

City-State Plan Sewer Relocation			
Excavation	954 cu.yds.	$ 5.50	$ 5,467.00
27" Class III Pipe	260 lin.ft.	12.00	3,120.00
30" Class III Pipe	240 lin.ft.	15.00	3,600.00
Manholes (Std.)	2 only	400.00	800.00
Gravel	144 cu.yds.	4.75	684.00
Crushed Rock	46 cu.yds.	5.00	230.00
Hard Surface Pavement	272 sq.yds.	5.00	1,360.00
			$15,261.00
	State Share (58.5%)		$ 8,927.69
	City Share (41.5%)		$ 6,333.31

Fire Alarm System Adjustment	
Labor	$ 2,032.00
Material	2,305.35
Street Patching	66.00
	$ 4,403.35

Water Utilities*	
Materials	$ 61,308.75
Labor	66,148.91
Equipment	9,680.33
	$137,137.99

* Installation of 1260' of 24" main on "G5" line charged to Project I-5-6(48)301.

Lighting Adjustment		
Materials	$ 316.10	
Labor	1,089.00	
Equipment	242.00	
Contingencies, etc.	432.55	
Salvage Credit	- 22.40	Credit
Lump Sum	$ 2,047.25	

City of Portland Total $149,921.90

Estimated Cost of Work by Pacific Power and Light Co.

Pole Sta. "B" 499+20		
Labor	$ 473.88	
Material	421.87	
Equipment	53.85	
Overhead	160.10	
Miscellaneous	11.72	
Salvage Credit	- 305.23	Credit
	$ 816.19	

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(5)301

S. W. BROADWAY-ROSS ISLAND BRIDGE SECTION

OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 19, 1963

Type Code 0010
Roadway (Grading) (Sta. "L" 472+50 to Sta. "L" 477+00)

Clearing and Grubbing	All Req. (10%)		$ 2,500.00
Demolition of Buildings	All Req. (15%)		6,750.00
Removal of Misc. Concrete and Masonry	All Req. (10%)		6,000.00
Drainage Excavation, Unclassified	510 cu.yd.	$ 2.75	1,402.50
General Excavation, Unclassified	92,000 cu.yd.	1.15	105,800.00
Finish Roadbed and Slopes	All Req. (5%)		100.00
Rounding Cutbanks	All Req. (5%)		15.00
Mulching	2 acre	600.00	1,200.00
6-inch Sewer Pipe	20 lin.ft.	2.00	40.00
8-inch Sewer Pipe	130 lin.ft.	2.50	325.00
18-inch Sewer Pipe	230 lin.ft.	5.50	1,265.00
21-inch Sewer Pipe	290 lin.ft.	5.75	1,667.50
8-inch Helical Corrugated Metal Sewer Pipe	100 lin.ft.	2.50	250.00
6-inch Perforated Metal Drain Pipe	360 lin.ft.	2.00	720.00
8-inch Perforated Metal Drain Pipe	560 lin.ft.	2.50	1,400.00
8-inch Metal Drain Pipe	150 lin.ft.	2.50	375.00
Special Backfill in Drains	65 cu.yd.	6.50	422.50
Concrete Inlets, Type G-1	5 only	95.00	475.00
6-foot Chain Link Fence	665 lin.ft.	2.00	1,330.00
Guard Rail	40 lin.ft.	2.75	110.00
Rail End Pieces	2 only	5.00	10.00
Sprinkling	20 M-gal.	3.00	60.00
Retaining Walls			
Shoring, Cribbing, etc.	All Req. (13%)		1,950.00
Structural Excavation	4,300 cu.yd.	5.00	21,500.00
Structural Excavation Below Elevation Shown	400 cu.yd.	5.00	2,000.00
Selected Backfill	1,700 cu.yd.	3.00	5,100.00
Class "A" Concrete	750 cu.yd.	70.00	52,500.00
Metal Reinforcement	100,000 lb.	0.13	13,000.00
	Subtotal		$ 228,267.50
	10% Engr. & Cont.		22,826.50
	Total		$ 251,094.00

Type Code 7221
Roadway (Grade and Pave)(Sta. "L" 477+00 to Sta. "E" 510+38.10)

Clearing and Grubbing	All Req. (85%)			$ 21,250.00
Demolition of Buildings	All Req. (85%)			38,250.00
Removal of Misc. Concrete and Masonry	All Req. (85%)			51,000.00
Provide for Traffic	All Req.			350,000.00
Drainage Excavation, Unclassified	9,180 cu.yd.	$	2.75	25,245.00
General Excavation, Unclassified	514,200 cu.yd.		1.15	591,330.00
Finishing Roadbed and Slopes	All Req. (85%)			1,700.00
Rounding Cutbanks	All Req. (90%)			270.00
Mulching	14 acre		600.00	8,400.00
8-inch Sewer Pipe	4,570 lin.ft.		2.50	11,425.00
10-inch Sewer Pipe	330 lin.ft.		3.00	990.00
12-inch Sewer Pipe	2,270 lin.ft.		3.25	7,377.50
21-inch Sewer Pipe	1,950 lin.ft.		5.75	11,212.50
24-inch Sewer Pipe	880 lin.ft.		6.50	5,720.00
27-inch Reinforced Sewer Pipe	1,380 lin.ft.		8.75	12,075.00
8-inch Helical Corrugated Metal Sewer Pipe	150 lin.ft.		2.50	375.00
12-inch Helical Corrugated Metal Sewer Pipe	130 lin.ft.		3.75	487.50
24-inch Helical Corrugated Metal Sewer Pipe	360 lin.ft.		7.50	2,700.00
Class "A" Concrete in Sewers	3 cu.yd.		75.00	225.00
Extra for House Connections	All Req. (100%)			300.00
Extra for Pipe Under Pavement	860 lin.ft.		5.50	4,730.00
6-inch Perforated Metal Drain Pipe	2,030 lin.ft.		2.00	4,060.00
8-inch Perforated Metal Drain Pipe	4,870 lin.ft.		2.50	12,175.00
8-inch Metal Drain Pipe	1,410 lin.ft.		2.50	3,525.00
Special Backfill in Drains	800 cu.yd.		6.50	5,200.00
Concrete Inlets, Type B	4 only		125.00	500.00
Concrete Inlets, Type CG-1	5 only		95.00	475.00
Concrete Inlets, Type C	7 only		90.00	630.00
Concrete Inlets, Type C-1	34 only		95.00	3,230.00
Concrete Inlets, Type P	36 only		85.00	3,060.00
Curb Inlets	5 only		110.00	550.00
Concrete Manholes, 6 feet or less deep	3 only		275.00	825.00
Concrete Manholes, 6 to 12 feet deep	21 only		300.00	6,300.00
Concrete Manholes, over 12 feet deep	12 only		600.00	7,200.00
Adjustment of Manholes	6 only		75.00	450.00
Reconstruction of Manholes	10 only		150.00	1,500.00
Capping Manholes	5 only		75.00	375.00
Concrete Curbs	670 cu.yd.		45.00	30,150.00
Concrete Walks and Surfacing	3,480 sq.yd.		4.00	13,920.00
Concrete Driveways	100 sq.yd.		5.00	500.00
Concrete in Islands	275 cu.yd.		50.00	13,750.00
6-foot Chain Link Fence	5,935 lin.ft.		2.00	11,870.00
4' x 6' Walk Gates	8 only		50.00	400.00

Portable Barricades	5	only	$ 70.00	$ 350.00
Salvage and Reinstall Type 3-70 Fence	24	rod	12.50	300.00
Guard Rail	6,950	lin.ft.	2.75	19,112.50
Type 2 Barricade	4,000	lin.ft.	4.50	18,000.00
Rail End Pieces	41	only	5.00	205.00
Salvage and Reinstall Guard Rail	380	lin.ft.	1.50	570.00
Salvage and Reinstall Type 2 Barricade	2,800	lin.ft.	1.50	4,200.00
Salvage and Reinstall Guide Posts	84	only	2.50	210.00
Galvanized Junction Boxes	9	only	35.00	315.00
Concrete Pole Footings	30	only	70.00	2,100.00
Guide Posts, Y-3	3	only	8.00	24.00
½-inch Electrical Conduit	100	lin.ft.	1.00	100.00
1-inch Electrical Conduit	140	lin.ft.	1.50	210.00
1½-inch Electrical Conduit	500	lin.ft.	1.75	875.00
1½-inch Electrical Conduit	4,900	lin.ft.	2.00	9,800.00
3/4-inch Galvanized Water Pipe	110	lin.ft.	0.60	66.00
1-inch Galvanized Water Pipe	380	lin.ft.	1.00	380.00
2-inch Galvanized Water Pipe	160	lin.ft.	1.50	240.00
Sand Subbase Material	9,940	ton	1.75	17,395.00
Coarse Crushed Material in Base	32,600	ton	2.50	81,500.00
3/4" - 0 Material in Base	6,800	ton	2.60	17,680.00
Sprinkling	1,200	M-gal.	3.00	3,600.00
Preparation of Base	All	Req. (90%)		900.00
3/4" - 0 Material in Binder Course	305	cu.yd.	5.25	1,601.25
RC-250 Asphalt	48	ton	55.00	2,640.00
Class "B" Asphaltic Concrete	9,000	ton	6.50	58,500.00
Class "C" Asphaltic Concrete	190	ton	8.50	1,615.00
Asphaltic Concrete Traffic Markers, Type "L"	120	lin.ft.	1.00	120.00
12-inch Reinforced Concrete Bridge End Panels	790	sq.yd.	12.00	9,480.00
8-inch Standard Reinforced Concrete Pavement	27,200	sq.yd.	5.00	136,000.00
8"-12" Reinforced Concrete Wedge Supports	50	sq.yd.	7.50	375.00
Special Longitudinal Joints	1,100	lin.ft.	2.00	2,200.00
Retaining Walls				
Shoring, Cribbing, etc.	All	Req. (63%)		9,450.00
Structural Excavation	19,700	cu.yd.	5.00	98,500.00
Structural Excavation Below Elevation Shown	1,900	cu.yd.	5.00	9,500.00
Selected Backfill	9,000	cu.yd.	3.00	27,000.00
Furnish Treated Timber Piling	1,925	lin.ft.	1.35	2,598.75
Drive Timber Piles	35	only	55.00	1,925.00
Class "A" Concrete	3,400	cu.yd.	70.00	238,000.00
Metal Reinforcement	480,000	lb.	0.13	62,400.00
Pipe Handrail	130	lin.ft.	6.00	780.00

Signing				
Removal and Revision of Existing Signing	All Req. (94%)			$ 376.00
Sign Support Footings	All Req. (73%)			16,060.00
Metal Sign Posts	All Req. (100%)			2,000.00
70'-0" to 79'-11" Sign Bridges	All Req. (100%)			33,200.00
90'-0" to 99'-11" Sign Bridges	All Req. (66%)			22,176.00
Butterfly Sign Structures	All Req. (100%)			8,100.00
Modify Existing Sign Structures	All Req. (23%)			690.00
Overhead Sign Illumination and Flashing Beacon Equipment	All Req. (49%)			16,905.00
Wood Sign Posts	All Req. (72%)			396.00
Type "A" Signs in Place	2,465 sq.ft.	$	6.70	16,515.50
Type "C", "D" and "E" Signs in Place	340 sq.ft.		3.95	1,343.00
Type "G", "F", "G" and "M" Signs in Place	130 sq.ft.		4.35	565.50
				$2,224,852.00
Flagging (57½% of Contractor's Cost)	All Req.			$ 3,500.00
Guide Signing	All Req.			1,750.00
Signals (Temporary)	All Req.			3,000.00
Illumination (Temporary)	All Req.			6,000.00
Install Sign Covers	All Req.			320.00
Pavement Joint Sealer	All Req.			1,100.00
				$ 15,670.00
Utilities				
Work by City of Portland	All Req.			$ 134,100.00
	Subtotal			$2,374,622.00
	10% Engr. & Cont.			237,462.00
	Total			$2,612,084.00

Type Code K721
S. W. Broadway U'xing (Sta. "L" 473+53.62)

Bridge #9610				
Shoring, Cribbing, etc.	All Req.			$ 8,000.00
Structural Excavation	2,100 cu.yd.	$	5.00	10,500.00
Structural Excavation Below Elevation Shown	200 cu.yd.		10.00	2,000.00
Selected Backfill	1,000 cu.yd.		3.00	3,000.00
Furnish Treated Timber Piling	14,570 cu.yd.		1.35	19,669.50
Drive Timber Piles	242 only		55.00	13,310.00
Class "A" Concrete (1,435 cu.yd. $75.00)	All Req.			107,625.00
Metal Reinforcement (362,800 lb. $ 0.12)	All Req.			43,536.00
Metal Parapet Railing	451 lin.ft.		7.00	3,157.00
Preparation of Slopes	200 sq.yd.		1.00	200.00
Concrete Slab Riprap	200 sq.yd.		7.00	1,400.00
Electrical Conduit	All Req.			1,400.00
				$ 213,797.50

Bridge #9159				
Shoring, Cribbing, Etc.	All Req.			$ 7,000.00
Structural Excavation	1,400 cu.yd.	$	5.00	7,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.		10.00	1,000.00
Selected Backfill	600 cu.yd.		3.00	1,800.00
Furnish Treated Timber Piling	7,035 lin.ft.		1.35	9,497.25
Drive Timber Piles	127 only		55.00	6,985.00
Class "A" Concrete (812 cu.yd. $85.00)	All Req.			69,020.00
Metal Reinforcement (192,000 lb. $0.12)	All Req.			23,040.00
Metal Parapet Railing	523 lin.ft.		7.00	3,661.00
Preparation of Slopes	160 sq.yd.		1.00	160.00
Concrete Slab Riprap	160 sq.yd.		7.00	1,120.00
Electrical Conduit	All Req.			500.00
				$ 130,783.25

Type Code X721
S. W. 6th Ave. U'xing (Br. #9158)(Sta. "L" 477+96.13)

Shoring, Cribbing, etc.	All Req.			$ 15,000.00
Structural Excavation	3,200 cu.yd.	$	5.00	16,000.00
Structural Excavation Below Elevation Shown	300 cu.yd.		10.00	3,000.00
Selected Backfill	1,100 cu.yd.		3.00	3,300.00
Furnish Treated Timber Piling	22,580 lin.ft.		1.35	30,483.00
Drive Timber Piles	375 only		55.00	20,625.00
Class "A" Concrete (2,005 cu.yd. $85.00)	All Req.			170,425.00
Metal Reinforcement (516,000 lb. $0.12)	All Req.			61,920.00
Metal Parapet Railing	555 lin.ft.		7.00	3,885.00
Preparation of Slopes	400 sq.yd.		1.00	400.00
Concrete Slab Riprap	400 sq.yd.		7.00	2,800.00
Electrical Conduit	All Req.			800.00
				$ 328,638.00

Type Code X721
S. W. 5th Ave. U'xing (Sta. "L" 479+51.91)

Bridge #9157				
Shoring, Cribbing, etc.	All Req.			$ 12,000.00
Structural Excavation	2,600 cu.yd.	$	5.00	13,000.00
Structural Excavation Below Elevation Shown	300 cu.yd.		10.00	3,000.00
Selected Backfill	850 cu.yd.		3.00	2,550.00
Furnishing Treated Timber Piling	13,990 lin.ft.		1.35	18,886.50
Drive Timber Piles	266 only		55.00	14,630.00
Class "A" Concrete (1772 cu.yd. $85.00)	All Req.			150,620.00
Metal Reinforcement (391,100 lb. $ 0.12)	All Req.			46,932.00
Metal Parapet Railing	577 lin.ft.		7.00	4,039.00
Preparation of Slopes	375 sq.yd.		1.00	375.00
Concrete Slab Riprap	375 sq.yd.		7.00	2,625.00
Electrical Conduit	All Req.			1,000.00
				$ 269,657.50

Bridge #9156

Shoring, Cribbing, etc.	All Req.			$ 6,000.00
Structural Excavation	1,200 cu.yd.	$	5.00	6,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.		10.00	1,000.00
Selected Backfill	400 cu.yd.		3.00	1,200.00
Furnish Treated Timber Piling	6,535 lin.ft.		1.35	8,822.25
Drive Timber Piles	124 only		55.00	6,820.00
Class "A" Concrete (823 cu.yd. $85.00)	All Req.			69,955.00
Metal Reinforcement (227,400 lb. $ 0.12)	All Req.			27,288.00
Metal Parapet Railing	561 lin.ft.		7.00	3,927.00
Preparation of Slopes	100 sq.yd.		1.00	100.00
Concrete Slab Riprap	100 sq.yd.		7.00	700.00
Electrical Conduit	All Req.			550.00
				$ 132,362.25

Type Code X721
S. W. 4th Ave. U'xing (Br. #9155) (Sta. "L" 485+65.71)

Shoring, Cribbing, etc.	All Req.			$ 7,000.00
Structural Excavation	1,400 cu.yd.	$	5.00	7,000.00
Structural Excavation Below Elevation Shown	150 cu.yd.		10.00	1,500.00
Selected Backfill	600 cu.yd.		3.00	1,800.00
Furnish Treated Timber Piling	15,270 lin.ft.		1.35	20,614.50
Drive Timber Piles	222 only		55.00	12,210.00
Class "A" Concrete (1430 cu.yd. $85.00)	All Req.			121,550.00
Metal Reinforcement (363,000 lb. $ 0.12)	All Req.			43,560.00
Metal Parapet Railing	532 lin.ft.		7.00	3,724.00
Preparation of Slopes	110 sq.yd.		1.00	110.00
Concrete Slab Riprap	110 sq.yd.		7.00	770.00
Electrical Conduit	All Req.			500.00
				$ 220,338.50

Type Code X721
S. W. 1st Ave. U'xing (Br. #9154) (Sta. "L" 495+14.89)

Shoring, Cribbing, etc.	All Req.			$ 10,000.00
Structural Excavation	2,100 cu.yd.	$	5.00	10,500.00
Structural Excavation Below Elevation Shown	200 cu.yd.		10.00	2,000.00
Selected Backfill	700 cu.yd.		3.00	2,100.00
Furnish Treated Timber Piling	10,850 lin.ft.		1.35	14,647.50
Drive Timber Piles	300 only		55.00	16,500.00
Class "A" Concrete (1900 cu.yd. $85.00)	All Req.			161,500.00
Metal Reinforcement (491,600 lb. $ 0.12)	All Req.			58,992.00
Metal Parapet Railing	432 lin.ft.		7.00	3,024.00
Preparation of Slopes	525 sq.yd.		1.00	525.00
Concrete Slab Riprap	525 sq.yd.		7.00	3,675.00
Electrical Conduit	All Req.			600.00
				$ 284,063.50

Type Code X761
Harbor Drive O'xing (Br. #9153)(Sta. "S" 497+69.05)

S.W. Harbor Drive Detour	All Req.		$ 93,000.00
Remove Spans 1 and 2 of S.W. Arthur St. O'xing	All Req.		10,000.00
Shoring, Cribbing, etc.	All Req.		25,000.00
Structural Excavation	7,500 cu.yd.	$ 5.00	37,500.00
Structural Excavation Below Elevation Shown	700 cu.yd.	10.00	7,000.00
Selected Backfill	3,000 cu.yd.	3.00	9,000.00
Furnish Treated Timber Piling	24,345 lin.ft.	1.35	32,865.75
Drive Timber Piles	541 only	55.00	29,755.00
Class "A" Concrete (2,285 cu.yd. $85.00)	All Req.		194,225.00
80' to 85' Type IV Prestressed Beams	17 only	1,650.00	28,050.00
90' to 95' Type IV Prestressed Beams	5 only	1,850.00	9,250.00
95' to 100' Type IV Prestressed Beams	13 only	1,950.00	25,350.00
100' to 105' Type IV Prestressed Beams	4 only	2,050.00	8,200.00
Metal Reinforcement (360,000 lb. $0.12)	All Req.		43,200.00
Metal Parapet Railing	194 lin.ft.	7.00	1,358.00
Steel Handrail	304 lin.ft.	12.00	3,648.00
Electrical Conduit	All Req.		2,000.00
			$ 559,401.75

Type Code X060
Utility Work on Structures

Install Telephone Conduit	All Req.	$ 4,000.00
Install P.G.E. Conduit	All Req.	3,500.00
Install Water Bureau Pipe	All Req.	19,000.00
		$ 26,500.00

Subtotal	$2,165,542.25
10% Engr. & Cont.	216,553.75
Total	$2,382,096.00

Length of Roadway	0.085 (Grading)miles
Length of Roadway	0.633 (Grade and Pave)miles
Length of 6 Structures	0.000 miles
Total length	0.718 miles
Cost of Roadway (Grading) Per Mile	$2,954,047.05
Cost of Roadway (Grade and Pave) Per Mile	$4,126,515.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading)	$ 251,094.00	$ 231,000.00	$ 20,094.00
Roadway (Grade and Pave)	2,612,084.00	2,403,000.00	209,084.00
Structures	2,382,096.00	2,191,000.00	191,096.00
	$5,245,274.00	$4,825,000.00	$420,274.00

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION

PROJECT NO. I-405-8(5)301

PRESTRESSED BEAMS

90'-85' Beams			
Overhead			$ 100.00
Class AA Concrete	17.2 cu.yd.	$42.00	722.40
Reinforcement	1,175 lb.	0.12	141.02
Prestress Steel	1,701 lb.	0.40	680.40
			$1,643.82

90'-95' Beams			
Overhead			$ 100.00
Class AA Concrete	19.9 cu.yd.	$42.00	835.80
Reinforcement	1,471 lb.	0.12	176.52
Prestress Steel	1,855 lb.	0.40	742.00
			$1,853.32

95'-100' Beams			
Overhead			$ 125.00
Class AA Concrete	20.64 cu.yd.	$42.00	866.88
Reinforcement	1,530 lb.	0.12	183.60
Prestress Steel	1,912 lb.	0.40	764.80
			$1,940.28

100'-105' Beams			
Overhead			$ 150.00
Class AA Concrete	21.2 cu.yd.	$42.00	890.40
Reinforcement	1,723 lb.	0.12	206.76
Prestress Steel	2,002 lb.	0.40	800.80
			$2,047.96

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(5)301

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION

OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 30, 1963

Type Code 0010
Roadway (Grading) (Sta. "L" 472+50 to Sta. "L" 477+00)

Clearing and Grubbing	All Req. (10%)		$ 2,500.00
Demolition of Buildings	All Req. (15%)		6,750.00
Removal of Misc. Concrete and Masonry	All Req. (10%)		6,000.00
Drainage Excavation, Unclassified	510 cu.yd.	$ 2.75	1,402.50
General Excavation, Unclassified	92,000 cu.yd.	1.15	105,800.00
Finishing Roadbed and Slopes	All Req. (5%)		100.00
Rounding Cutbanks	All Req. (5%)		15.00
Mulching	2 acre	600.00	1,200.00
6-inch Sewer Pipe	20 lin.ft.	2.00	40.00
8-inch Sewer Pipe	130 lin.ft.	2.50	325.00
18-inch Sewer Pipe	230 lin.ft.	5.50	1,265.00
21-inch Sewer Pipe	290 lin.ft.	5.75	1,667.50
8-inch Helical Corrugated Metal Sewer Pipe	100 lin.ft.	2.50	250.00
6-inch Perforated Metal Drain Pipe	360 lin.ft.	2.00	720.00
8-inch Perforated Metal Drain Pipe	560 lin.ft.	2.50	1,400.00
8-inch Metal Drain Pipe	150 lin.ft.	2.50	375.00
Special Backfill in Drains	65 cu.yd.	6.50	422.50
Concrete Inlets, Type C-1	5 only	95.00	475.00
6-foot Chain-Link Fence	665 lin.ft.	2.00	1,330.00
Guard Rail	40 lin.ft.	2.75	110.00
Rail End Pieces	2 only	5.00	10.00
Sprinkling	20 M-gal.	3.00	60.00
Retaining Walls			
Shoring, Cribbing, etc.	All Req. (13%)		1,950.00
Structural Excavation	4,300 cu.yd.	5.00	21,500.00
Structural Excavation Below Elevation Shown	400 cu.yd.	5.00	2,000.00
Selected Backfill	1,700 cu.yd.	3.00	5,100.00
Class "A" Concrete	700 cu.yd.	70.00	49,000.00
Metal Reinforcement	90,000 lb.	0.13	11,700.00
	Subtotal		$223,467.50
	10% Engr. & Cont.		22,346.50
	Total		$245,814.00

Type Code 7221
Roadway (Grade and Pave) (Sta. "L" 477+00 to Sta. "B" 510+38.10)

Clearing and Grubbing	All Req. (85%)		$ 21,250.00
Demolition of Buildings	All Req. (85%)		38,250.00
Removal of Misc. Concrete and Masonry	All Req. (85%)		51,000.00
Provide for Traffic	All Req.		350,000.00
Drainage Excavation, Unclassified	9,180 cu.yd.	$ 2.75	25,245.00
General Excavation, Unclassified	514,200 cu.yd.	1.15	591,330.00
Finishing Roadbed and Slopes	All Req. (85%)		1,700.00
Rounding Cutbanks	All Req. (90%)		270.00
Mulching	14 acre	600.00	8,400.00
8-inch Sewer Pipe	4,570 lin.ft.	2.50	11,425.00
10-inch Sewer Pipe	330 lin.ft.	3.00	990.00
12-inch Sewer Pipe	2,270 lin.ft.	3.25	7,377.50
21-inch Sewer Pipe	1,950 lin.ft.	5.75	11,212.50
24-inch Sewer Pipe	880 lin.ft.	6.50	5,720.00
27-inch Reinforced Sewer Pipe	1,380 lin.ft.	8.75	12,075.00
8-inch Helical Corrugated Metal Sewer Pipe	150 lin.ft.	2.50	375.00
12-inch Helical Corrugated Metal Sewer Pipe	130 lin.ft.	3.75	487.50
24-inch Helical Corrugated Metal Sewer Pipe	360 lin.ft.	7.50	2,700.00
Class "A" Concrete in Sewers	3 cu.yd.	75.00	225.00
Extra for House Connections	All Req. (100%)		300.00
Extra for Pipe Under Pavement	860 lin.ft.	5.50	4,730.00
6-inch Perforated Metal Drain Pipe	2,030 lin.ft.	2.00	4,060.00
8-inch Perforated Metal Drain Pipe	4,870 lin.ft.	2.50	12,175.00
8-inch Metal Drain Pipe	1,410 lin.ft.	2.50	3,525.00
Special Backfill in Drains	800 cu.yd.	6.50	5,200.00
Concrete Inlets, Type B	4 only	125.00	500.00
Concrete Inlets, Type CG-1	5 only	95.00	475.00
Concrete Inlets, Type G	7 only	90.00	630.00
Concrete Inlets, Type G-1	34 only	95.00	3,230.00
Concrete Inlets, Type P	36 only	85.00	3,060.00
Curb Inlets	5 only	110.00	550.00
Concrete Manholes, 6' or less deep	3 only	275.00	825.00
Concrete Manholes, 6' to 12' deep	21 only	300.00	6,300.00
Concrete Manholes, over 12' deep	12 only	600.00	7,200.00
Adjustment of Manholes	6 only	75.00	450.00
Reconstruction of Manholes	10 only	150.00	1,500.00
Capping Manholes	5 only	75.00	375.00
Concrete Curbs	670 cu.yd.	45.00	30,150.00
Concrete Walks and Surfacing	3,480 sq.yd.	4.00	13,920.00
Concrete Driveways	100 sq.yd.	5.00	500.00
Concrete in Islands	275 cu.yd.	50.00	13,750.00
6' Chain-Link Fence	5,935 lin.ft.	2.00	11,870.00

4' x 6' Walk Gates	8 only	$ 50.00	$ 400.00
Portable Barricades	5 only	70.00	350.00
Salvage and Reinstall Type 3-70 Fence	24 rod	12.50	300.00
Guard Rail	6,950 lin.ft.	2.75	19,112.50
Type 2 Barricade	4,000 lin.ft.	4.50	18,000.00
Rail End Pieces	41 only	5.00	205.00
Salvage and Reinstall Guard Rail	380 lin.ft.	1.50	570.00
Salvage and Reinstall Type 2 Barricade	2,800 lin.ft.	1.50	4,200.00
Salvage and Reinstall Guide Posts	84 only	2.50	210.00
Galvanized Junction Boxes	9 only	35.00	315.00
Concrete Pole Footings	30 only	70.00	2,100.00
Guide Posts, I-3	3 only	8.00	24.00
1/2-inch Electrical Conduit	100 lin.ft.	1.00	100.00
1-inch Electrical Conduit	140 lin.ft.	1.50	210.00
1-1/4 inch Electrical Conduit	500 lin.ft.	1.75	875.00
1-1/2 inch Electrical Conduit	4,900 lin.ft.	2.00	9,800.00
3/4-inch Galvanized Water Pipe	110 lin.ft.	0.60	66.00
1-inch Galvanized Water Pipe	380 lin.ft.	1.00	380.00
2-inch Galvanized Water Pipe	160 lin.ft.	1.50	240.00
Sand Subbase Material	9,940 ton	1.75	17,395.00
Coarse Crushed Material in Base	32,600 ton	2.50	81,500.00
3/4" - 0 Material in Base	6,800 ton	2.60	17,680.00
Sprinkling	1,200 M-gal.	3.00	3,600.00
Preparation of Base	All Req. (90%)		900.00
3/4" - 0 Material in Binder Course	305 cu.yd.	5.25	1,601.25
RC-250 Asphalt	48 ton	55.00	2,640.00
Class "B" Asphaltic Concrete	9,000 ton	6.50	58,500.00
Class "C" Asphaltic Concrete	190 ton	8.50	1,615.00
Asphaltic Concrete Traffic Markers, Type "L"	120 lin.ft.	1.00	120.00
12-inch Reinforced Concrete Bridge End Panels	790 sq.yd.	12.00	9,480.00
8-inch Standard Reinforced Concrete Pavement	27,200 sq.yd.	5.00	136,000.00
8"-12" Reinforced Concrete Wedge Supports	50 sq.yd.	7.50	375.00
Special Longitudinal Joints	1,100 lin.ft.	2.00	2,200.00
Retaining Walls			
Shoring, Cribbing, etc.	All Req. (63%)		9,450.00
Structural Excavation	19,700 cu.yd.	5.00	98,500.00
Structural Excavation Below Elevation Shown	1,900 cu.yd.	5.00	9,500.00
Selected Backfill	9,000 cu.yd.	3.00	27,000.00
Furnish Treated Timber Piling	1,925 lin.ft.	1.35	2,598.75
Drive Timber Piles	35 only	55.00	1,925.00
Class "A" Concrete	3,200 cu.yd.	70.00	224,000.00
Metal Reinforcement	399,000 lb.	0.13	51,870.00
Pipe Handrail	130 lin.ft.	6.00	780.00

Signing			
Removal and Revision of Existing Signing	All Req. (94%)		$ 376.00
Sign Support Footings	All Req. (73%)		16,060.00
Metal Sign Posts	All Req. (100%)		2,000.00
70'-0" to 79'-11" Sign Bridges	All Req. (100%)		33,200.00
90'-0" to 99'-11" Sign Bridges	All Req. (66%)		22,176.00
Butterfly Sign Structures	All Req. (100%)		8,100.00
Modify Existing Sign Structures	All Req. (23%)		690.00
Overhead Sign Illumination and Flashing Beacon Equipment	All Req. (49%)		16,905.00
Wood Sign Posts	All Req. (72%)		396.00
Type "A" Signs in Place	2,465 sq.ft.	$ 6.70	16,515.50
Type "C", "D" and "R" Signs in Place	340 sq.ft.	3.95	1,343.00
Type "E", "F", "G" and "K" Signs in Place	130 sq.ft.	4.35	565.50
			$2,200,322.00
Flagging (57½ of Contractor's Cost)	All Req.		$ 3,500.00
Guide Signing	All Req.		1,750.00
Signals (Temporary)	All Req.		3,000.00
Illumination (Temporary)	All Req.		6,000.00
Install Sign Covers	All Req.		320.00
			$ 14,570.00
Utilities			
Work by City of Portland	All Req.		$ 134,100.00
	Subtotal		$2,348,992.00
	10% Engr. & Cont.		234,899.00
	Total		$2,583,891.00

Type Code X721
S.W. Broadway U'xing (Sta. "L" 473+53.62)

Bridge #9160

Shoring, Cribbing, etc.	All Req.		$ 8,000.00
Structural Excavation	2,100 cu.yd.	$ 5.00	10,500.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Selected Backfill	1,000 cu.yd.	3.00	3,000.00
Furnish Treated Timber Piling	14,570 cu.yd.	1.35	19,669.50
Drive Timber Piles	242 only	55.00	13,310.00
Class "A" Concrete (1,435 cu.yd. $75.00)	All Req.		107,625.00
Metal Reinforcement (362,800 lb. $0.12)	All Req.		43,536.00
Metal Parapet Railing	451 lin.ft.	7.00	3,157.00

Preparation of Slopes	200 sq.yd.	$ 1.00	$ 200.00
Concrete Slab Riprap	200 sq.yd.	7.00	1,400.00
Electrical Conduit	All Req.		1,400.00
			$213,797.50

Bridge No. 9159

Shoring, Cribbing, etc.	All Req.		$ 7,000.00
Structural Excavation	1,400 cu.yd.	$ 5.00	7,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Selected Backfill	600 cu.yd.	3.00	1,800.00
Furnish Treated Timber Piling	7,035 lin.ft.	1.35	9,497.25
Drive Timber Piles	127 only	55.00	6,985.00
Class "A" Concrete (812 cu.yd. $85.00)	All Req.		69,020.00
Metal Reinforcement (192,000 lb. $0.12)	All Req.		23,040.00
Metal Parapet Railing	523 lin.ft.	7.00	3,661.00
Preparation of Slopes	160 sq.yd.	1.00	160.00
Concrete Slab Riprap	160 sq.yd.	7.00	1,120.00
Electrical Conduit	All Req.		500.00
			$130,783.25

Type Code X721
S.E. 6th Ave. U'xing (Br. #9158)(Sta. "L" 477+96.13)

Shoring, Cribbing, etc.	All Req.		$ 15,000.00
Structural Excavation	3,200 cu.yd.	$ 5.00	16,000.00
Structural Excavation Below Elevation Shown	300 cu.yd.	10.00	3,000.00
Selected Backfill	1,100 cu.yd.	3.00	3,300.00
Furnish Treated Timber Piling	22,500 lin.ft.	1.35	30,403.00
Drive Timber Piles	375 only	55.00	20,625.00
Class "A" Concrete (2,005 cu.yd. $85.00)	All Req.		170,425.00
Metal Reinforcement (516,000 lb. $0.12)	All Req.		61,920.00
Metal Parapet Railing	555 lin.ft.	7.00	3,885.00
Preparation of Slopes	400 sq.yd.	1.00	400.00
Concrete Slab Riprap	400 sq.yd.	7.00	2,800.00
Electrical Conduit	All Req.		800.00
			$328,638.00

Type Code X721
S.E. 5th Ave. U'xing (Sta. "L" 479+51.91)

Bridge No. 9157

Shoring, Cribbing, etc.	All Req.		$ 12,000.00
Structural Excavation	2,600 cu.yd.	$ 5.00	13,000.00
Structural Excavation Below Elevation Shown	300 cu.yd.	10.00	3,000.00
Selected Backfill	850 cu.yd.	3.00	2,550.00

Furnishing Treated Timber Piling	13,990 lin.ft.	$ 1.35	$ 18,886.50
Drive Timber Piles	266 only	55.00	14,630.00
Class "A" Concrete (1,772 cu.yd. $85.00)	All Req.		150,620.00
Metal Reinforcement (391,100 lb. $0.12)	All Req.		46,932.00
Metal Parapet Railing	577 lin.ft.	7.00	4,039.00
Preparation of Slopes	375 sq.yd.	1.00	375.00
Concrete Slab Riprap	375 sq.yd.	7.00	2,625.00
Electrical Conduit	All Req.		1,000.00
			$269,657.50

Bridge No. 9156

Shoring, Cribbing, etc.	All Req.		$ 6,000.00
Structural Excavation	1,200 cu.yd	$ 5.00	6,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Selected Backfill	400 cu.yd.	3.00	1,200.00
Furnish Treated Timber Piling	6,535 lin.ft.	1.35	8,822.25
Drive Timber Piles	124 only	55.00	6,820.00
Class "A" Concrete (823 cu.yd. $85.00)	All Req.		69,955.00
Metal Reinforcement (227,400 lb. $0.12)	All Req.		27,288.00
Metal Parapet Railing	561 lin.ft.	7.00	3,927.00
Preparation of Slopes	100 sq.yd.	1.00	100.00
Concrete Slab Riprap	100 sq.yd.	7.00	700.00
Electrical Conduit	All Req.		550.00
			$132,362.25

Type Code X721
S.W. 44th Ave. U'xing (Br. #9155)(Sta. "L" 485+65.71)

Shoring, Cribbing, etc.	All Req.		$ 7,000.00
Structural Excavation	1,400 cu.yd.	$ 5.00	7,000.00
Structural Excavation Below Elevation Shown	150 cu.yd.	10.00	1,500.00
Selected Backfill	600 cu.yd.	3.00	1,800.00
Furnish Treated Timber Piling	15,270 lin.ft.	1.35	20,614.50
Drive Timber Piles	222 only	55.00	12,210.00
Class "A" Concrete (1,430 cu.yd. $85.00)	All Req.		121,550.00
Metal Reinforcement (363,000 lb. $0.12)	All Req.		43,560.00
Metal Parapet Railing	532 lin.ft.	7.00	3,724.00
Preparation of Slopes	110 sq.yd.	1.00	110.00
Concrete Slab Riprap	110 sq.yd.	7.00	770.00
Electrical Conduit	All Req.		500.00
			$220,338.50

Type Code X721
S.W. 1st Ave. U'xing (Br. No. 9154)(Sta. "L" 495+14.89)

Shoring, Cribbing, etc.	All Req.		$ 10,000.00
Structural Excavation	2,100 cu.yd.	$ 5.00	10,500.00
Structural Excavation Below Elevation Shown	200 cu.yd.	10.00	2,000.00
Selected Backfill	700 cu.yd.	3.00	2,100.00
Furnish Treated Timber Piling	10,850 lin.ft.	1.35	14,647.50
Drive Timber Piles	300 only	55.00	16,500.00
Class "A" Concrete (1,900 cu.yd. $85.00)	All Req.		161,500.00
Metal Reinforcement (491,600 lb. $0.12)	All Req.		58,992.00
Metal Parapet Railing	432 lin.ft.	7.00	3,024.00
Preparation of Slopes	525 sq.yd.	1.00	525.00
Concrete Slab Riprap	525 sq.yd.	7.00	3,675.00
Electrical Conduit	All Req.		600.00
			$284,063.50

Type Code X761
Harbor Drive U'xing (Br. #9153)(Sta. "E" 497+69.05)

S.W. Harbor Drive Detour	All Req.		$ 93,000.00
Remove Spans 1 and 2 of S.W. Arthur St. O'xing	All Req.		10,000.00
Shoring, Cribbing, etc.	All Req.		25,000.00
Structural Excavation	7,500 cu.yd.	$ 5.00	37,500.00
Structural Excavation Below Elevation Shown	700 cu.yd.	10.00	7,000.00
Selected Backfill	3,000 cu.yd.	3.00	9,000.00
Furnish Treated Timber Piling	24,345 lin.ft.	1.35	32,865.75
Drive Timber Piles	541 only	55.00	29,755.00
Class "A" Concrete (2,285 cu.yd. $85.00)	All Req.		194,225.00
80' to 85' Type IV Prestressed Beams	17 only	1650.00	28,050.00
90' to 95' Type IV Prestressed Beams	5 only	1850.00	9,250.00
95' to 100' Type IV Prestressed Beams	13 only	1950.00	25,350.00
100' to 105' Type IV Prestressed Beams	4 only	2050.00	8,200.00
Metal Reinforcement (360,000 lb. $0.12)	All Req.		43,200.00
Metal Parapet Railing	194 lin.ft.	7.00	1,358.00
Steel Handrail	304 lin.ft.	12.00	3,648.00
Electrical Conduit	All Req.		2,000.00
			$559,401.75

Subtotal	$2,139,042.25
10% Engr. & Cont.	213,903.75
Total	$2,352,946.00

Length of Roadway - - - - - - - 0.085 Mile (Grading)
Length of Roadway - - - - - - - 0.633 Mile (Grade & Pave)
Length of 6 Structures- - - - 0.000 Mile
Total Length- - - - - - - - - - 0.718 Mile
Cost of Roadway (Grading) Per Mile $2,891,929.41
Cost of Roadway (Grade & Pave) Per Mile $408,197.63

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (Grading)	$ 245,814.00	$ 226,000.00	$ 19,814.00
Roadway (Grade & Pave)	2,583,891.00	2,377,000.00	206,891.00
Structures	2,352,946.00	2,164,000.00	188,946.00
	$5,182,651.00	$4,767,000.00	$415,651.00

S.W. BROADWAY-ROCK ISLAND BRIDGE SECTION

PROJECT NO. I-405-2(5)301

PRESTRESSED BEAMS

80'-85' Beams			
Overhead			$ 100.00
Class AA Concrete	17.2 cu.yd.	$42.00	722.40
Reinforcement	1,175 lb.	0.12	141.02
Prestress Steel	1,701 lb.	0.40	680.40
			$1,643.82
90'-95' Beams			
Overhead			$ 100.00
Class AA Concrete	19.9 cu.yd.	$42.00	835.80
Reinforcement	1,471 lb.	0.12	176.52
Prestress Steel	1,855 lb.	0.40	742.00
			$1,853.32
95'-100' Beams			
Overhead			$ 125.00
Class AA Concrete	20.64 cu.yd.	$42.00	866.88
Reinforcement	1,530 lb.	0.12	183.60
Prestress Steel	1,912 lb.	0.40	764.80
			$1,940.28
100'-105' Beams			
Overhead			$ 150.00
Class AA Concrete	21.2 cu.yd.	$42.00	890.40
Reinforcement	1,723 lb.	0.12	206.76
Prestress Steel	2,002 lb.	0.40	800.80
			$2,047.96

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(5)301

S.W. PARK AVENUE-MARQUAM BRIDGE SECTION

OF THE STADIUM FREEWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 26, 1962

Type Code Y060
Utility Adjustment (Sta. 485+50)

Relocate Sewer Line, Construct Feeder Line and Intercepter Sewers by City of Portland	All Required	$8,927.69
	Subtotal	$8,927.69
	10% Engr. & Cont.	892.31
	Total	$9,820.00

Length of Project - - - - - - - 0.00 Mile

Federal Funds - - - - - - -

S.W. PARK AVENUE-MARQUAM BRIDGE SECTION

PROJECT NO. I-405-8(5)301

Estimated cost of work by the City of Portland.

City-State Plan

Excavation	954 cu.yds.	$ 5.50	$ 5,467.00
27" Class III Pipe	260 lin.ft.	12.00	3,120.00
30" Class III Pipe	240 lin.ft.	15.00	3,600.00
Manholes (Std.)	2 only	400.00	800.00
Gravel	144 cu.yds.	4.75	684.00
Crushed Rock	46 cu.yds.	5.00	230.00
Hard Surface Pavement	272 sq.yds.	5.00	1,360.00
			$15,261.00

State Share (58.5%) $8,927.69

City Share (41.5%) $6,333.31

RECEIVED
AUG 1 - 1966

August 1, 1966

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

A post-final payment for $25,200.00 will be made to Donald M. Drake Company for grading, paving, structures and signing on the S.W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $4,377,455.39 including the post-final payment. Of the total $59,489.42 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Donald M. Drake Company
1600 N.W. Savier Street
Portland 9, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
AUG 24 1966
FOR FILING

July 15, 1966

#6

Donald M Drake Company
1600 N W Savier Street
Portland 9, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 14 considered your request for an extension of time on Contract No 6331 on the S W Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion dates to March 8, 1965, for Unit 2 and to March 7, 1966, for Unit 3.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enc
cc A. E. Johnson
Wm. Maltby
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

RECEIVED
JUL 6 1966
FOR FILING
I-405-8(5)5:1
6-21

July 6, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 6
July 14, 1966 meeting

Gentlemen:

Donald M. Drake Company, contractor on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County, Contract No. 6331, has requested that the specified completion dates for Units 2 and 3 of the contract be advanced from October 1, 1964, and July 31, 1965, to the actual completion dates of March 6, 1965, and March 7, 1966, respectively, without assessment of liquidated damages.

The contractor's stated reasons for the request are extra work involved in constructing a retaining wall added to Unit 2 and a stop work order and extra work added to Unit 3 which caused the overrun in time.

A retaining wall was added in the vicinity of Sheridan Street on Unit 2 and extra work in sign revisions and a stop work order issued because of interference with work of another contractor in the area of Unit 3 caused the overrun in time for the units.

As the contractor was prevented from completing the work within the times stated, we recommend that the requested extensions be granted without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. E. Johnson

CAG:jf fn

Form CD-121 (11-63) (Proc. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 21, 1966

In reply refer to:

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-405-8(5)301 and I-5-6(48)301
S.W. Broadway - Ross Island Bridge Section
Time Extension, Contract No. 6331

Mr. Edwards' letters of April 7, 1966, and June 10, 1966, outlined the reasons for a proposed time extension under Units 2 and 3 of the subject project.

For the reasons given, we concur in the request to extend the completion date for Unit 2 to March 8, 1965, and for Unit 3 to March 7, 1966, both without assessment of liquidated damages.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 23 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

NOTED
TOM EDWARDS



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6331 Contractor Donald M. Drake Company

Highway Stadium Freeway & Pacific

Section S.W. Broadway-Ross Island Bridge

Kind of Work Grading, Paving, Structures and Signing

It is recommended that such extension be granted as requested under the following terms and conditions: Because of extra work on signs and other work beyond the contractor's control, including a stop work order from October 20, 1965 to March 7, 1966, I recommend that the completion date be extended to March 7, 1966 without assessment of liquidated damages.

PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

C V Bradshaw
Assistant Division Engineer

Ivan V. Marchant
Construction Engineer or Bridge Engineer

Tom Travis
Asst. State Highway Engineer

Contract No. 6331
Project designation I-405-8(5)301, I-5-6(48)301
State—Federal

Date awarded August 29, 1963

Work started October 2, 1963

Per cent completed 100% March 7, 1966
Date

Specified completion date July 31, 1965

Previously extended to Sept. 30, 1965

Extension requested to March 7, 1966

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6331 Contractor Donald M. Drake Company

Highway Stadium Freeway & Pacific

Section S.W. Broadway-Ross Island Bridge

Kind of Work Grading, Paving, Structures and Signing

It is recommended that such extension be granted as requested under the following terms and conditions:

Because of extra work on signs and other work beyond the contractor's control, including a stop work order from October 20, 1965 to March 7, 1966, I recommend that the completion date be extended to March 7, 1966 without assessment of liquidated damages.

PM
7,8,9,10,11,12,1,2,3,4,5,6

Recommended for Approval:

C.V. Brandt
Assistant Division Engineer

Ivan V. Marchant
Construction Engineer or Bridge Engineer

Tom Price
Asst. State Highway Engineer

Contract No. 6331
Project designation I-405-8(5)301, I-5-6(48)301
State—Federal

Date awarded August 29, 1963

Work started October 2, 1963

Per cent completed 100% March 7, 1966
Date

Specified completion date July 31, 1965

Previously extended to Sept. 30, 1965

Extension requested to March 7, 1966

Form E-330—3M—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date 18 FEB 1966, 19.....

Gentlemen:

We, the undersigned, respectfully request an extension of 154 days time, from ~~29 October~~ 8 March 66, 19..65.., to ~~21 February~~, 19..66.., within which to complete our Contract No. .....6331....., described as follows:

The above request is based upon the following reasons:

Stop Order on Berm Paving dated 20 October 1965,
AND PRICE AGREEMENT #32 DATED 28 SEP 1965.

Respectfully submitted,

DONALD M. DRAKE COMPANY
Contractor

By Webster E. Smith
Webster E. Smith

CONSENT OF SURETY

Date February 18, 19 66

We, THE TRAVELERS INDEMNITY COMPANY, a Connecticut Corporation, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

S. H. Melrose, Jr.
Attorney-in-fact

(SEAL)

J. B. L. & K. CORPORATION

By: S. H. Melrose, Jr.
Resident Agent

State Printing 78735.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6331 Contractor Donald M. Drake Company

Highway Stadium Freeway & Pacific

Section S. W. Broadway-Ross Island Bridge

Kind of Work Grading, Paving, Structures and Signing

It is recommended that such extension be granted as requested under the following terms and conditions:

Completion time for all embankment and drainage construction work at the ends of all structures to be built under separate contract be extended from October 1, 1964 to March 8, 1965 because of addition of wall 8591-G, construction of which carried into winter weather.

Recommended for Approval:

O V Brandt
Assistant Division Engineer

Duncan Merchant
Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No. 6331
Project designation I-405-8(5)301 & I-5-6(48)30
State—Federal

Date awarded August 29, 1963

Work started Oct. 2, 1963

Per cent completed 100 3-18-66
Date

Specified completion date Partial Oct. 1, 1964
Partial

Previously extended to Not applicable
Partial

Extension requested to March 8, 1965

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

n S te Highway Commission,
, Oregon.

Date ....21 January...., 1966....

Gentlemen:

We, the undersigned, respectfully request an extension of ....63.... days time, from ....1 October....,
1964...., to ....23 December...., 1966...., within which to complete our Contract No. ....6331....,
described as follows:

The above request is based upon the following reasons:

Addition of Sheridan Street wall (55910).
Reference is made to OSHD letter dated 13 October 1964.

Respectfully submitted,

DONALD M. DRAKE COMPANY
Contractor

By Webster E. Smith
Webster E. Smith

CONSENT OF SURETY

Date February 18, 1966

THE TRAVELERS INDEMNITY COMPANY, a Connecticut Corporation
We, ...

....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

THE TRAVELERS INDEMNITY COMPANY
By: Attorney-in-fact (SEAL)

By: Attorney-in-fact
Resident Agent
J. B. L. & K. CORPORATION

State Printing 78755.

RECEIVED
JUN 2 1966
SP-19102-734

FOR FILING
I-405-8(5)301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 22, 1966

SUBJECT: Proposed Permit
Regrade Right of Way
Stadium Freeway
S. W. 1st to Front Avenue

To: Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon

Herewith two copies of a permit covering the subject work along with a letter from Mr. Hagemann to Mr. Stoudenmeyer outlining the procedure to follow.

It will also be necessary for you to obtain a price agreement with the present landscape contractor releasing him from any responsibility for the area to be revised. The contractor's responsibility was to end in October of this year.

A copy of the unsigned permit will be retained by the Construction office and the general files.

F. D. Morgan
Construction Engineer

By
D. N. Stoudenmeyer
Assistant Urban Engineer

DNS:jr
Enclosure

cc: F. B. Klaboe - Enclo.

FORM B-30 60M 7-64 SP 6828-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1966

SUBJECT: Proposed Permit
Regrade Right of Way
Stadium Freeway
S.W. 1st to Front Ave.

To:
F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. N. Stoudenmeyer

As per your request attached are four copies of a permit covering regrading and restoring landscaping and related facilities on a portion of the right of way of the subject section of highway.

The original and second copy should be executed by C. N. Souther Associates and returned to this office. Approval by the Landscape Section should be indicated in the space provided for the District Maintenance Superintendent and by A. E. Johnson in the Division Engineers space. The General Provision pamphlet may be retained by the Applicant.

Upon receipt of the signed permit copies and after formal approval by the Bureau of Public Roads, the permit will be issued subject to filing of a insurance certificate and a $3,000 bond as provided in the permit.

Also enclosed are three copies each of a insurance certificate and bond form (partially filled out) which may be used in filing with this office. If some other insurance certificate form is used it must contain the endorsement shown in capital letters on the blue form as an attachment. One executed copy of the insurance certificate and bond form should be returned.

John F. Hagemann
Asst. Director of Permits

JFH:sk
Enclosure

OREGON STATE HIGHWAY COMMISSION

SP*F72
Form E-457 (6-61)

APPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS UPON A STATE HIGHWAY

Permit Number: _____

Name and Address of Applicant:

C. H. Souther Associates
1200 Standard Plaza
Portland, Oregon

Applicant hereby applies to the Oregon State Highway Commission for permission to perform the following operations upon the right of way of the Stadium Freeway Highway, No. 61, Multnomah county, between/or/near S.W. First Avenue, and S.W. Front Avenue, as shown on the map or plan attached hereto and by this reference made a part hereof.

S.W. Hwy.-Ross Island Br. Sec.
Highway Ref. Map No. I-405-8(5)301

☐ Construct, operate and maintain a _____ pole line.

☐ Construct, operate and maintain a _____ buried cable.

☐ Construct, operate and maintain a _____ pipe line.

☐ Erect and maintain a non-commercial sign.

☒ Miscellaneous operations and/or facilities as described.

POLE LINE, BURIED CABLE OR PIPE LINE TO BE CONSTRUCTED ALONG OR ACROSS SAID HIGHWAY AT:

Mile Post	to Mile Post	ENGINEERS Station	to Station	Side of Hwy. or Angle of XING.	DISTANCE FROM Centerline	R/W Line	BURIED CABLE OR PIPE Depth	Size and Kind	Span Length

SIGN TO BE ERECTED ON SAID HIGHWAY AT:

Mile Post	Engineers Station	Distance from Highway Centerline	Side of Highway	Remarks

DESCRIPTION AND LOCATION OF MISCELLANEOUS OPERATIONS AND/OR FACILITIES

Regrade a portion of the right of way on the northerly side of the Stadium Freeway between Mile Post 3.48, Station 49+10, and Mile Post 3.51, Station 496+30, and restore landscaping and irrigation system as per attached Exhibit Maps.

Recommended for approval:

_____ District Maintenance Superintendent

_____ Division Engineer

This permit is issued by the Commission subject to the terms and provisions contained herein and/or attached hereto; this permit is accepted and approved by applicant subject to said terms and provisions.

Applicant: C. H. Souther Associates

By: _____

_____

Date of Application: _____

OREGON STATE HIGHWAY COMMISSION

Forrest Cooper, State Highway Engineer

By: _____
Assistant State Highway Engineer

Effective Date: _____

GENERAL PROVISIONS

The appropriate General Provisions contained in "Oregon State Highway Commission, GENERAL PROVISIONS, for Pole Line, Buried Cable, Pipe Line, Non-Commercial Signs, and Miscellaneous Operations and/or Facility Permits, August 1, 1964," as supplemented and modified by the following Special Provisions, shall apply to this permit, and by this reference are made a part hereof. It shall be the obligation of the applicant to obtain said General Provisions from the Commission and to determine which of the various provisions are applicable before commencement of work under said permit.

SPECIAL PROVISIONS

1. The section of highway involved has/~~has not~~* been designated as an Interstate Route.
2. The section of highway involved is/is not* within a National Forest.
3. General Provision V, A regarding insurance shall/~~shall not~~* apply during the initial installation of facilities.
4. General Provision V, B regarding bond shall/~~shall not~~* apply during the initial installation of facilities. Bond in the amount of $ 3,000 is required.
5. General Provision VI, H ~~shall~~/shall not* apply. If applicable, trenching or tunneling nearer than _____ feet from either edge of the surfaced portion of the highway will not be permitted.
6. Open cutting of the paved or surfaced portion of the highway under General Provision VI, I is/is not* permitted. If permitted the trench shall be backfilled by:
   a. ( ) Replacing the excavated materials.
   b. ( ) Placing granular materials of a type and quality satisfactory to the Engineer.

   The top _____ inches of backfill shall be composed of crushed rock or gravel of a quality and sizing designated by the Engineer. Asphaltic concrete patches shall be ___ inches in compacted depth and placed in _____ course(s).
7. The existing right of way fence shall be removed and temporarily installed in a location designated by the Engineer so as to allow performance of the work covered by this permit and still maintain access control during said work. When said work is completed the fence shall be reinstalled in its original location in a manner satisfactory to the Engineer.
8. Regrading shall be accomplished by excavating to a depth of 12" below the proposed finish grade line and backfilling with 12" of topsoil.
9. All existing landscape plants and/or shrubs removed, destroyed or damaged by the grading and related operations covered by this permit shall be replaced with plants of the same kind, size and quality as the existing plants. All plant materials shall be approved by the Engineer prior to planting. Cultivating, planting, fertilizing and mulching shall be as directed by the Engineer. All planting shall be completed in the fall of 1966, and replacements of dead or dying plant materials made in the spring of 1967 prior to May 31.
   All work shall be done and be in accordance with the applicable provisions of Sections 107, 752 and 753 of the Standard Specifications for Highway Construction, 1966, and with the applicable provisions of the Supplemental Standard Specifications Div. II - Part 7 - Incidentals, dated January, 1966.

(SEE ATTACHED ADDITIONAL SPECIAL PROVISIONS)

* Strike out word or words not applicable.

ADDITIONAL SPECIAL PROVISIONS

Miscellaneous Operations Permit

C. N. Souther Associates, Applicant

10. Applicant shall remove and replace all irrigation valves, pipes and related fixtures as required by the permit operations. Replacement shall be to the satisfaction of the Engineer.
11. All work covered by this permit shall be performed by the Applicant or his representative or contractor entirely at the Applicants expense.

APPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS
UPON A STATE HIGHWAY - ADDITIONAL SPECIAL PROVISION

The Applicant agrees to comply with the provisions of Title VI of the Civil Rights Act of 1964 whenever the Applicant uses contractors or subcontractors to construct or reconstruct the utilities covered by the permit which are located on, over or under Federally-assisted highways by insertion of the following provisions in the contract for said construction or reconstruction:

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor"), agrees as follows:

(1) Compliance with Regulations: The contractor will comply with the Regulations of the Department of Commerce relative to nondiscrimination in federally-assisted programs of the Department of Commerce (Title 15, Code of Federal Regulations, Part 8, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The contractor, with regard to the work performed by it after award and prior completion of the contract work, will not discriminate on the ground of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate either directly or indirectly in the discrimination prohibited by Section 8.4 of the Regulations, including employment practices when the contract covers a program set forth in Appendix A-II of the Regulations.

(3) Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or equipment, each potential subcontractor or supplier shall be notified by the contractor or the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color or national origin.

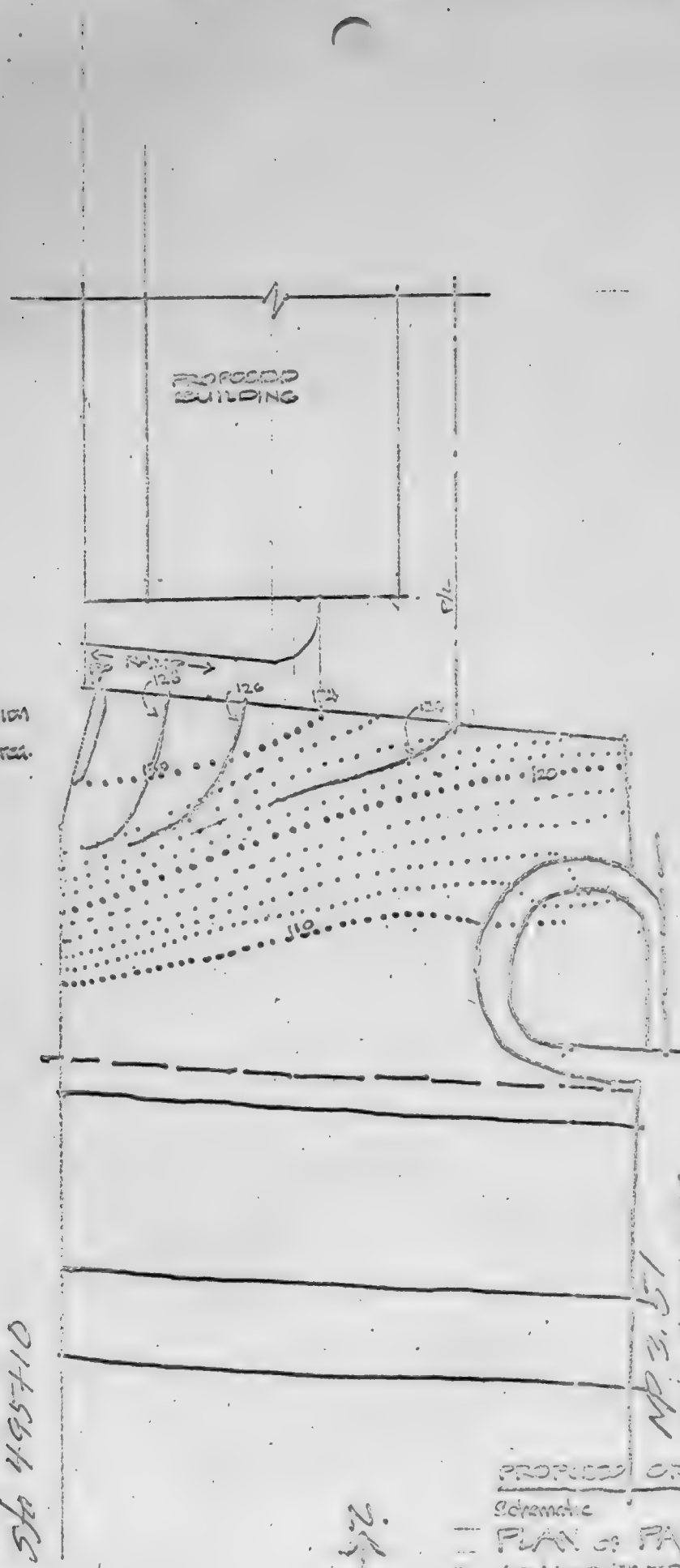
(4) Information and Reports: The contractor will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the _____ or the Bureau of
(Name of Applicant)
Public Roads to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to the _____ or the Bureau of Public Roads
(Name of Applicant)
as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the _____ (Name of Applicant) shall impose such contract sanctions as it or the Bureau of Public Roads may determine to be appropriate, including, but not limited to,

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or

(b) cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor will include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The contractor will take such action with respect to any subcontract or procurement as the _____ (Name of Applicant) or the Bureau of Public Roads may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the _____ (Name of Applicant) to enter into such litigation to protect the interests of the _____ (Name of Applicant), and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.



Shaded portion indicates affected area.

Schematic

PLAN of PARTIAL R/W ADJACENT TO LOT 4, BLOCK H SOUTH AUDITORIUM ADDITION

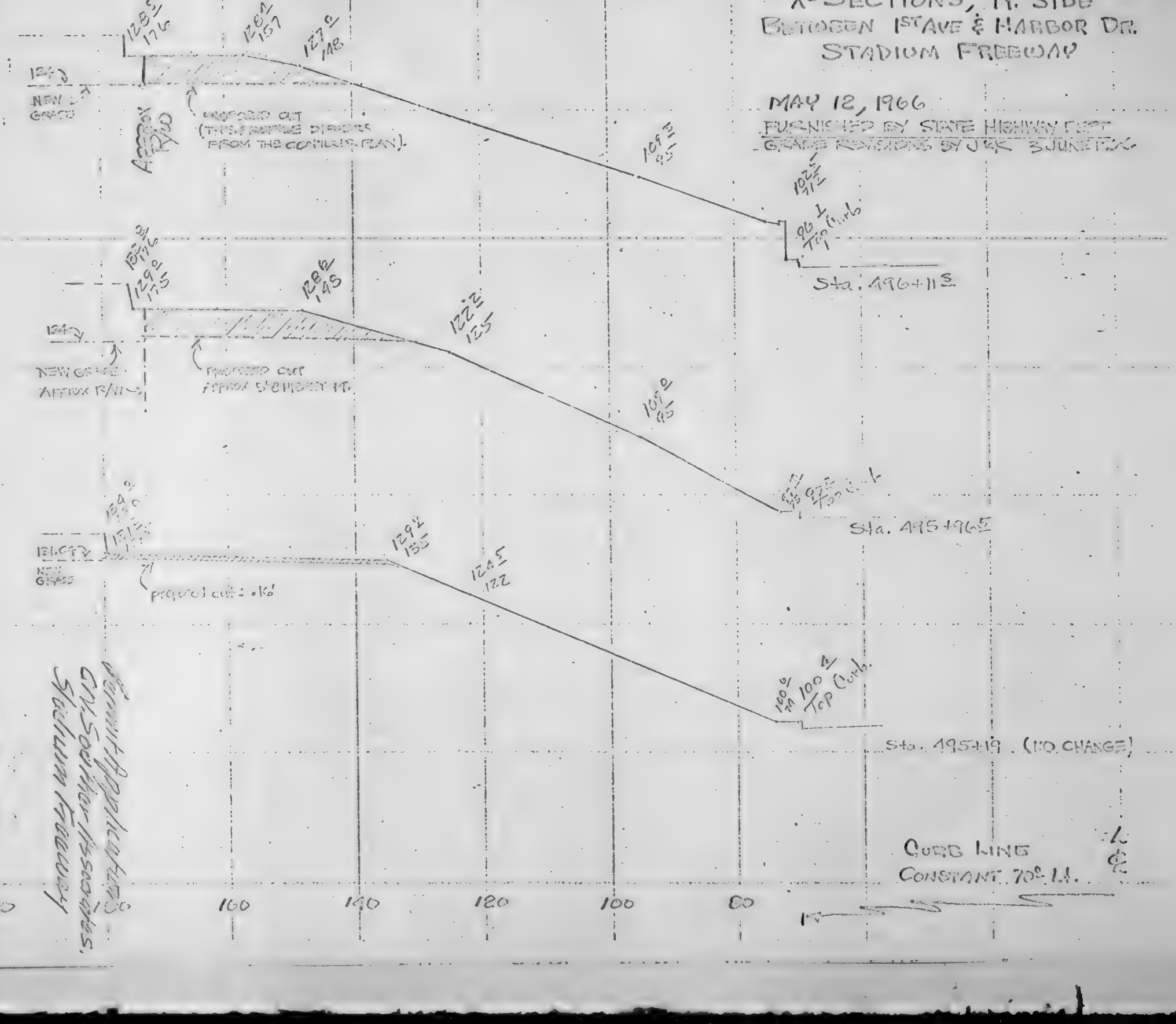
Permit Application
C.N. Souther Associates
Stadium Freeway

X-SECTIONS, N. SIDE
BETWEEN 1ST AVE & HARBOR DR. STADIUM FREEWAY

MAY 12, 1966

FURNISHED BY STATE HIGHWAY DEPT.

GRADE REVISIONS BY J.A.K. 3 JUNE 66



Plan

Vermont Parkway
Olmsted Associates
Stadium Freeway

Planting Plan

S.W. 1S

S.W. 1st Ave.

30'

APPROXIMATE AREA AFFECTED BY PROPOSED GRADE CHANGE (SHADED)

Rumfloria

32 - English Holly
164-182 - Oregongrape
18 - Harrison's Yel. Rose
11 - Japanese Pieris

2-MH

MISC

1-PY

2-PC

MISC

Winter Rhododendron

NEMAUGH Rhod.

760 - Hybrid Bearberry

5 Cranberry Cotoneaster - L
5 Winter Jasmine - X

120 - Darley He
- Japanese
125 - Sherwood

MP 3.4E

MP 3.5E

North bound

Install 4 Planters
See Detail on Sheet 2d

495

2" Line

Permit Application
Cent. Southeast Associates
Stadium Freeway

South bound

FORM E-30 BOM 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 8, 1966

SUBJECT: Regrading proposal
Stadium Freeway

To: Mr. F. B. Klaboe
Assitant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Enclosed is a letter and brochure from Hollis Johnston and Koch, Architects, requesting in behalf of their clients, C. N. Souther Associates, permission to regrade a portion of the Stadium Freeway right of way in order to construct a two-story office building on property adjacent to our right of way. This property is located north of the Stadium Freeway and between S.W. First Avenue and S.W. Front Avenue.

There is located along the State Highway right of way line a City sewer, and the City of Portland has indicated certain restrictions in the development of this property due to this sewer. These restrictions are contained in copies of letters from the City Engineer to both Hollis Johnston and Koch and to Mr. John B. Kenward, Executive Director, Portland Development Commission, in which copies are contained in the attached brochure.

I have been informed that the developers of the private property wish to develop a lower level for on-site parking below upper office space. It was originally indicated to construct a retaining wall adjacent to the State Highway right of way to provide for a ramp to the lower level parking. Due to the existence of the sewer, the City has objected to the construction of a retaining wall over the sewer. They apparently have not, however, objected to construction of a paved ramp within the area adjacent to this property line and within the city easement.

The Architects are, therefore, requesting permission to regrade a portion of our right of way in order to construct such a ramp. Photographs of the area are attached indicating roughly such a proposed ramp and included in the brochure are rough cross-sections indicating the proposed regrading. Also, enclosed in the brochure is a letter from Mr. John Kenward, Executive Director of the Portland Development Commission, requesting that we give favorable consideration to this request in order that the property may be developed.

At the present time, this area is included in a current landscape contract by Jansen Landscape Co., and has been recently landscaped and quick coupling hose valves installed.

It is recommended that approval be given for their requested regrading provided that the applicant:

1) Remove and replace the right of way fence
2) Remove and replaces necessary regrading and hose valves
3) Agrees to maintain the replaced shrubs through an assessment period
4) Provide required bond and insurance
5) That the regrading be done by State crews in order that desirable contours on the regrade area will be attained.

It is the desire of Hollis Johnston and Koch to advertise for bids for this building in about 2 (2) weeks, and have requested an early answer as to approval of their request. They would propose to advertise for bids on receipt of verbal approval and formalize the necessary agreements as soon as possible.

A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:dm

Enclosure

cc: Mr. F. D. Morgan
Mr. L. W. Rulien
Mr. James Don

JUN 9 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 1966
OREGON
STATE HIGHWAY COMMISSION

















HOLLIS JOHNSTON AND KOCH
A R C H I T E C T S
208 SOUTHWEST STARK STREET • PORTLAND OREGON

HOLLIS JOHNSTON AIA
ROBERT J. KOCH AIA

June 3, 1966

State of Oregon,
State Highway Department,
5821 N. E. Glisan,
Portland, Ore. - 97213

Dear Sirs,

On behalf of our clients, C. N. Souther Associates, 1200 Standard Plaza, Portland, this office requests permission to regrade a portion of the Stadium Freeway right-of-way adjacent to the south property line of Lot 4, Block H (Parcel H-4B), South Auditorium Addition, Portland. Working drawings for a two-story office building above a parking level on the site will be complete on or about June 13th.

The building location, entrance and exit ramps evolved from a careful study of site limitations established by the Portland Development Commission and the City of Portland, following our client's fundamental economic requirement for maximum on-site parking (Exhibit 1). Our exit ramp coincides with a City easement for access to a 27-inch storm sewer approximately 28 feet deep. The City has turned down our request to build a retaining wall at the south property line (Exhibits 3, 4 & 5).

We feel that it is feasible to regrade this adjacent right-of-way to match the ramp grades as indicated, while assuming responsibility for existing landscaping and irrigation in the affected area. Enclosed are drawings illustrating our proposal. (Exhibits 6, 7, 8, 9 & 10).

This office has explored and exhausted all alternate solutions prior to submitting this proposal. I would be happy to review this matter in person at your convenience.

Very truly yours,

Robert J. Koch

Robert J. Koch
JOHNSTON & KOCH AIA

(Encl)

METROPOLITAN ENGINEER
RECEIVED
JUN - 6 1966
ME AME AME MDE MDE MTE

SCHEDULE OF EXHIBITS

1. Letter from Portland Development Commission.
2. Pertinent architectural drawings. Attached at rear
3. Letter from City of Portland to Portland Development Comm.
4. Partial plan of sewer location.
5. Letter from City of Portland to Johnston & Koch.
6. Partial plan showing existing grades.
7. Plan showing proposed grade change.
8. Sections thru R/W bank.
9. Existing irrigation plan.
10. Existing planting plan.

PORTLAND DEVELOPMENT COMMISSION



2000 S.W. FIRST AVENUE • PORTLAND, OREGON 97201 • 226-4036

June 3, 1966

Mr. A. E. Johnson
Metropolitan Division Engineer
State Highway Dept.
5821 N. E. Glisan
Portland, Oregon

Dear Al:

You are being requested by Johnston & Koch, Architects for C. M. Souther & Associates to consider the regrading of a portion of the Stadium Freeway right-of-way adjacent to the south property line of Lot 4, Block H of the South Auditorium Addition.

This request has been reviewed by the Development Commission and staff and it appears this is the only logical solution to the development of said property. The Development Commission, therefore, requests that you give favorable consideration to the proposal being submitted by Johnston & Koch for the development of the property.

Please let us know if you have any questions regarding this matter.

Yours very truly,

John B. Kenward
Executive Director

JBK:j



Exhibit 1

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P. E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

May 26, 1966

Hollis, Johnston and Koch
208 S.W. Stark Street
Portland, Oregon

Attention: Mr. Robert J. Koch

Gentlemen:

In response to your letter of May 13, 1966, we have investigated the possibility of constructing a retaining wall within the sewer easement in the south one-half of Lot 4, Block H, South Auditorium Addition.

We have allowed this easement to be a minimum width for a sewer of this size and depth, in order to permit the most advantageous use of the property. To add to this restriction by permitting a retaining wall over the sewer would not permit access to the sewer without removing the wall, therefore, we must refuse your request.

We suggest that you contact the State and obtain their permission to slope the ground adjacent to your property. Unless there is something not apparent on your plans, this appears a feasible, if not more economical solution.

Yours very truly,

N.R. DRULARD, P.E.
City Engineer

K:jr

Exhibit 5

nst. 4' Gate

t Guard Rail-37.5'

130

01+00

Rail-1600'

120

110

100

10'

50

Const.

Const.

Const.

+23

7'

45'

7'

17'

7'

Const. 7' P.C.C. Walk
(For Details, See
Dwg. No. 18925

Const. Type "C" Cur

Const. Reinf. Conc.
See Dwg. No. 2070

Const. Type "C" Conc.

Const.

Const. P.C.C. Surfacing
Thkn. 4"

15'

12'

12'

12'

10'

3'

3'

4'

3'

3'

3.5' R.

Const. Type "C" Conc. Island

2.5' R.

Const. Type A-1 Curb

4'

4'

Const. 6' Chain
Link Fence

D

Const. P.C.C. Surfacing
Thkn. 4"

120

Const. 7.5' P.C.C. Walk

Const. Type "C" Conc. Island

Const. 6.5' P.C.C. Walk

45'

4'

Const. Guard Rail-50'

Const. Type "C" Curb

Const. 6.5' P.C.C. Walk

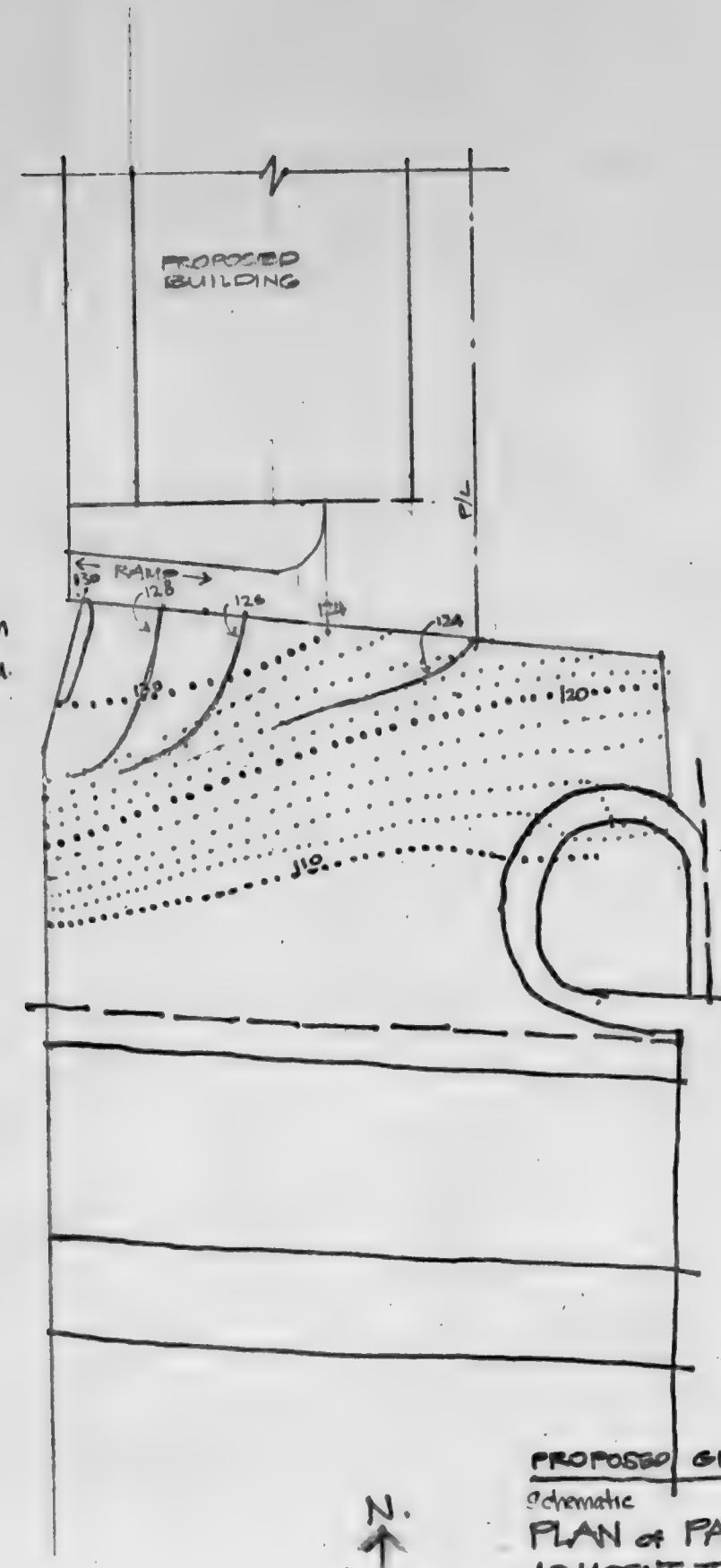
Const. Type "C" Curb

land

FURNISH
BY STA

Existing

N



Shaded portion indicates affected area.

N.

PROPOSED GRADE REVISION.

Schematic

PLAN of PARTIAL R/W ADJACENT TO LOT 4 BLOCK H SOUTH AUDITORIUM ADDITION.

Exhibit 7

X-SECTIONS, N. SIDE
BETWEEN 1ST AVE & HARBOR DR.
STADIUM FREEWAY

MAY 12, 1966

FURNISHED BY STATE HIGHWAY DEPT

GRADE REVISIONS BY C.K.K. 3 JUNE '66

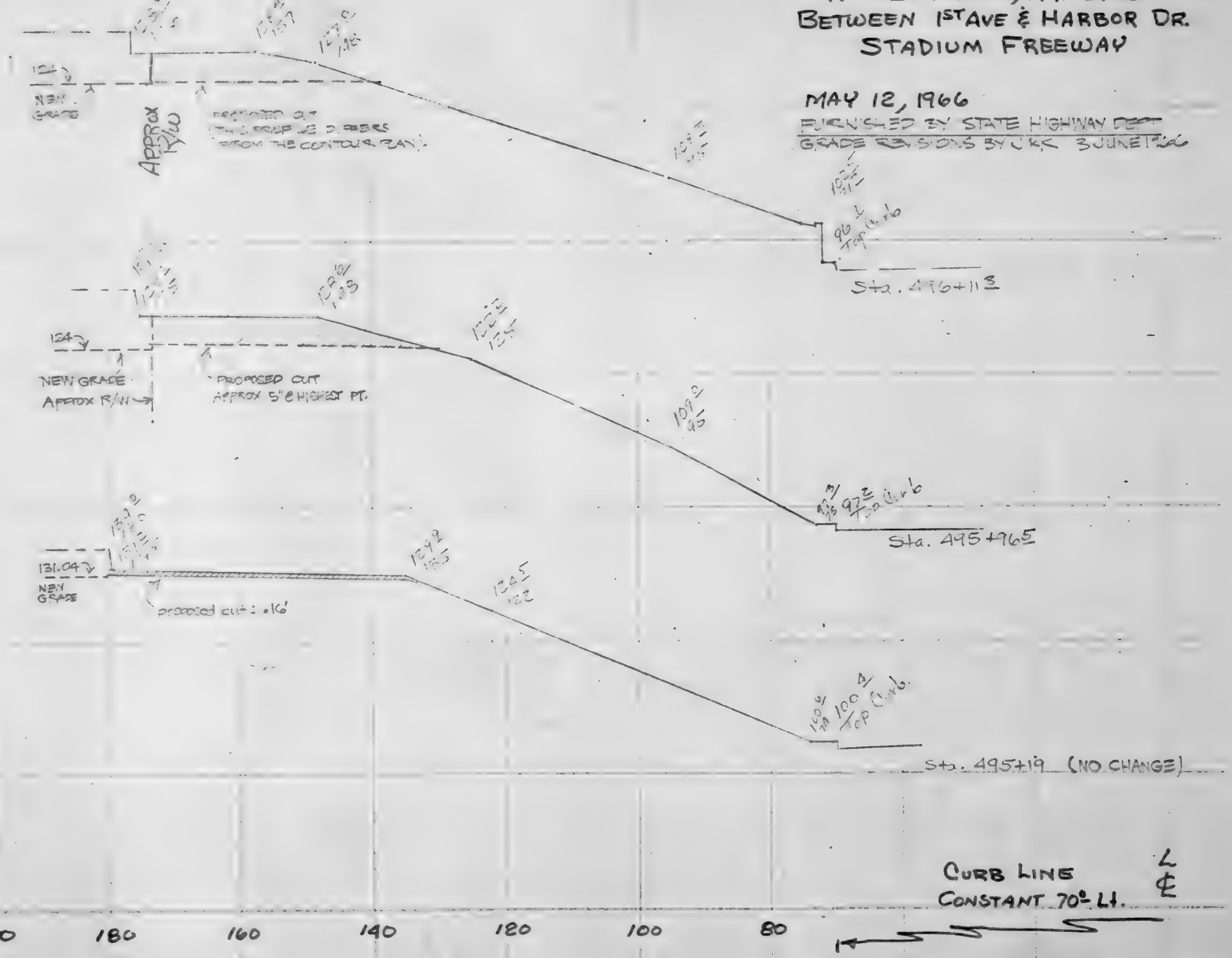


Exhibit B

Irrigation Plan

S.W. Front Ave.

S.W. 1st Ave

1½" GATE VALVE

1½" METER

12" MAIN

APPROXIMATE AREA AFFECTED BY PROPOSED GRADE CHANGE (SHADED)

Northbound "L" Line

495

495

as 3' Inside Planting Area

Existing 1¼" Plastic Pipe

2" METER

2" C

16" MAIN

¾" PIPE IN PLACE

Exhibit 9

Planting Plan

S.W. 1st Ave.

S.W. is

APPROXIMATE AREA AFFECTED BY PROPOSED GRADE CHANGE (SHADED)

32 - English Holly
~~102~~ 161 - Oregongrape
18 - Harrison's Yel. Rose
11 - Japanese Pieris

2-MH
MSC
1-PY
2-PC
MSC

26 Winter
er Rhododendron
. CONEMAUGH
9 Rhod.

760 - Hybrid Bearberry
(Not Illust.)

5 Cranberry Cotoneaster - △
5 Winter Jasmine - x

120 - Darley He
17 - Japanese
125 - Sherwood

Northbound

Install 4 Planters
See Detail on Sheet 2d

495

2" Line

Southbound

N

Exhibit 10

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

G. J. LINDSTEDT
CHIEF OF OPERATIONS
NORMAN R. DRULARD, P.E.
CITY ENGINEER

CITY OF PORTLAND
OREGON

January 26, 1966

Mr. John Kenward, Executive Director
Portland Development Commission
2000 S. W. First Avenue
Portland, Oregon

Attention: Mr. James Robertson, P.E.

Dear Sir:

We are advised by Mr. Ollie Norville that the southerly 10.0 feet of Lot 4, Block H, South Auditorium Addition, has been reserved as easement for a City sewer located approximately on the south line of said Lot. We further understand that the property has been, or is being sold, and that a building thereon has been proposed.

We bring to your attention that the sewer referred to above is approximately 28 feet in depth. In order to protect both the building and the City sewer in the event repairs are found necessary at some future time, we must insist that any footings or building foundations along the southerly portion of the lot be located at such a depth that a slope not to exceed 1 to 1 is maintained between the bottom of such footings or foundations and the flow line of the sewer.

We enclose a copy of the plan and profile of this sewer for your file.

We will appreciate your cooperation in assuring protection to the proposed building as well as to our sewer. Thank you.

Very truly yours,

N. R. DRULARD, P.E.
City Engineer

CS:rb

Encl.

Exhibit 3



STORM

Exhibit 4

RECEIVED
JUN 10 1966
FOR FILING

F-40 (1) 3-1

6331

CORRECTED COPY

June 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: S. W. Broadway-Ross
Island Bridge Section
Contract No. 6331
FAP No. I-405-8(5)301
I-5-6(48)301

Dear Sir:

I have your memo of May 9, 1966 (08-35-DA) requesting additional information on our request of April 7, 1966 for concurrence in extension of time.

The wall adjacent to Sheridan Street was added to the contract and had to be completed prior to the placing of the "E" Line embankment. The wall was a significant obstacle in preventing the completion of the "E" Line structure. The dissatisfaction with the condition of the "E" Line fill had to do with the dressing of the slopes and comes under Unit 3 completion date as a part of all other work.

The Harbor Drive detour structure also is included as work in Unit 3. The embankment at the west end of the "E" Line structure, except for the interference of the detour, was completed within the time limit specified for Unit 2. The construction and removal of Harbor Drive detour was included in Unit 3 because it was not specifically mentioned under Units 1 or 2. There is no language in the specifications that gives the State the right to require its early removal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:smd/AAR: jwa

Please substitute this letter for letter dated May 27, 1966 which gave, 3rd paragraph, 2nd line, "..embankment at the east...

FORM F-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 27, 1966

Act	Info		Init
		Div Eng	
		Eng Coord	
	✓	Dist Eng - A	
	✓	Asst A Eng	
		Dist Eng - B	
		Asst B Eng	
		Planning	
		R/W	
		B	
	✓	FA	

BRIDGE DIVISION
JUN 10 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: S. W. Broadway-Ross
Island Bridge Section
Contract No. 6331
FAP No. I-405-8(5)301
I-5-6(48)301

Dear Sir:

I have your memo of May 9, 1966 (08-35-DA) requesting additional information on our request of April 7, 1966 for concurrence in extension of time.

The wall adjacent to Sheridan Street was added to the contract and had to be completed prior to the placing of the "E" Line embankment. The wall was a significant obstacle in preventing the completion of the "E" Line structure. The dissatisfaction with the condition of the "E" Line fill had to do with the dressing of the slopes and comes under Unit 3 completion date as a part of all other work.

The Harbor Drive detour structure also is included as work in Unit 3. The embankment at the east end of the "E" Line structure, except for the interference of the detour, was completed within the time limit specified for Unit 2. The construction and removal of Harbor Drive detour was included in Unit 3 because it was not specifically mentioned under Units 1 or 2. There is no language in the specifications that gives the State the right to require its early removal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Tom Edwards

Tom Edwards
Assistant State Highway Engineer

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 9, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-405-8(5)301 and I-5-6(48)301
SW. Broadway - Ross Island Bridge Section, Contract 6331
Time Extension

Mr. Edwards' letter of April 7, 1966 outlined a request for a time extension under Units 2 and 3 for the subject project.

On the "E" line work, Area Engineer Schell's report of February 18, 1965 indicates that the operation for the approaches to the "E" line structure has been slow and hampered the operation of the West Marquam Bridge contractor (I-5-6(50)301). It is not clear in your letter as to why the Unit 2 requirement (inspection of October 1, 1964) was ignored with respect to the "E" line from October 2 to December 8, 1964. You indicate your dissatisfaction with the fill shape up to March 8, 1965. Apparently you were also dissatisfied on October 2, 1964. Do you feel the wall was a significant obstacle in preventing the completion of all the approach fills to the "E" line?

Inspection reports dated November 30,1964 and May 12, 1965 indicate the detour structures are still in place around Harbor Drive. The "A" line fill apparently was in place, but still the detour structures remained as an obstacle. Do you feel that your specifications were not specific enough to require removal of these detour structures?

We would appreciate an answer to the above questions before we give you our opinion of our recommendation.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CO-12E
(4-63)
(Prescribed by
A.D. 208-10)

RECEIVED
MAY 27 1966

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 24, 1966

In reply refer to: 08-35-DA/722.5
XRef I 405-8(5)301

FROM : T. Dec
Assistant Division Engineer

SUBJECT: Federal Participation in Temporary Signing - Metropolitan Division

The present procedure used in keeping track of and determining the amount of Federal participation allowable on temporary signing is quite expensive as well as time consuming. As a result we have evaluated with your people all temporary signs used on project I-405-8(5)301 to determine an equitable salvage value.

Our analysis indicates the salvage value for temporary signing is approximately 25 percent of the original purchase price. It is our intention therefore to use this value as the salvage value for temporary signing used on all future Federal-aid projects within the metropoliton division and limit the amount of Federal participation to 75 percent of the original purchase price.

We feel this procedure will eliminate considerable engineering as well as bookkeeping required under the present procedure. Any comments or recommendations you might have concerning this matter would be appreciated.

Copies to Elevatorski & Hanson 5-26-66

RECEIVED
JUN 1 1966
OFFICE ENGINEERING
DIVISION

Chase

OFFICE

NOTED
R. N CHASE

Vaughan Capt 5-31-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 3 - 1966
FOR FILING
I-11-3-2(a)-401
6331

May 2, 1966

The Travelers Indemnity Company
Fidelity and Surety Department
700 Main Street
Hartford 15, Connecticut

Gentlemen:

Contract No. 6331 awarded to Donald M. Drake Company for grading, paving, structures, and signing on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County was completed on March 7, 1966, and accepted by the Highway Commission on April 29, 1966.

Final payment in the amount of $109,807.59 will be released to the contractor after May 9, 1966. The total contract amount is $4,351,763.43 including $58,997.46 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Donald M. Drake Company
1600 N. W. Savier Street
Portland 9, Oregon

Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

L. H. Young
C. H. Matson (Attn: John Herr)

RECEIVED
MAY 2 - 1966
FOR FILING

April 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed March 7, 1966, on Contract No. 6331. The contract was with Donald M. Drake Company and was for construction of the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 29, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
A. E. Johnson

bg

RECEIVED
APR 21 1966
FOR FILING

Form CD-121 (11-63) (Prsa. by X.O. 266-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: April 8, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Projects I-405-8(5)301 & I-5-6(48)301
S. W. Broadway - Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Price Agreement No. 40

We are returning herewith Price Agreement No. 40 submitted with Mr. Young's March 8, 1966 letter. We are unable to approve Federal participation in the items listed below because we were not advised or aware of the need prior to the work being performed:

Item	Quantities	Amount
Resacking Type 2 Barricade	317 sks. @$0.75/each	$237.75
Guardrail Replacement	All required	$591.73
Line Brace	All required	$ 55.21

We are approving Federal participation in the remaining items since the replacement at the Y-2 guide posts was discussed with us on December 14, 1965 and because the painting of Type 1 Barricades should have been provided for in EWO No. 3. Accordingly, PA No. 40 is approved with the understanding that participation is limited to $446.08.

Enclosure

Okay to Young
w/Encl.
4-21-66



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Young -
handling

RECEIVED
APR 7 - 1966
FOR FILING

April 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: S. W. Broadway-Ross Island
Bridge Section
Contract No. 6331
FAP No. I-405-8(5)301
and I-5-6(48)30

Dear Sir:

Specified and actual completion dates for various units of the contract are as follows:

Unit 1 - Clearing, removal, embankment construction and drainage work between Stations 500 and 503 on the "B", "E", and "F" lines:

Specified - July 1, 1964
Actual - July 1, 1964

Unit 2 - All embankment and drainage construction work at the ends of all structures to be built under separate contract:

Specified - October 1, 1964
Actual - March 8, 1965

Unit 3 - All work on the contract:

Specified - July 31, 1965
Actual - March 7, 1966

With regard to Unit 2, contractor has requested that the specified completion date be advanced to December 23, 1964 without assessment of liquidated damages.

The contractor's request is predicated on a plan change which added a retaining wall in the Sheridan Street area of the work.

Investigation reveals that all work encompassed by Unit 2 was substantially completed, with the exception of the added wall, on October 2, 1964 and that the wall and backfill thereof was completed on December 8, 1964. This completed all work on the unit with the exception of a minor amount of embankment shaping near the end of the "E" line work. The Department held the contractor responsible for reshaping this embankment until March 8, 1965 when it was decided to accept the work in order to permit another contractor access to the area. Weather conditions during the period December 8, 1964 to March 8, 1965 were such that the embankment reshaping could not be accomplished and the delay was due entirely to the extra work added.

With regard to Unit 3, contractor has requested that the specified completion date be advanced to March 7, 1966 without assessment of liquidated damages. The contractor's request is predicated on a stop work order issued by the Department on October 20, 1965 and extra work added by Price Agreement 32, dated September 28, 1965. The stop work order was issued because of interference by another contractor to berm paving and Price Agreement 32 which provided for extensive changes in signs and sign mounting.

Previous extensions of time advanced the completion date for Unit 3 to September 30, 1965. Work under Price Agreement 32, issued September 28, 1965, was completed October 20, 1965. The stop work order, issued October 20, 1965, was in effect until March 7, 1966 when certain uncompleted work was transferred to another contract. On this date the contract was declared complete.

Because the contractor was prevented from completing the work within the times specified, I propose to recommend to the Highway Commission that the completion date for Unit 2 be advanced to March 8, 1965 and that the completion date for Unit 3 be advanced to March 7, 1966, both without assessment of liquidated damages. May I have your concurrence in this recommendation.

Very truly yours,

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

CAG:jf jwa

RECEIVED
MAR 23 1966
FOR FILING
6221

Salem, Oregon 97310
March 22, 1966

Broadway
~~Brookings~~ to Ross
Island Bridge
Stadium Freeway

Mr. L. H. Young
Office Engineer
B U I L D I N G

Drake called again March 21 about his final estimate. It seems that he has received the semifinal and wonders when the final will arrive. I advised him that it would probably be less than one month.

He also inquired about $4,200 in liquidated damages and advised me that the Division had recommended an extension to cover them.

I advised him that we would certainly have the matter processed for action, one way or the other, for the next Commission meeting.

As soon as I hung up, I remembered that this is a "bridge job" and the extension will be handled through the Bridge Division.

I am, therefore, requesting that the Bridge Division help make an honest man out of me.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Ivan Merchant
F. D. Morgan

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.W. Broadway-Ross Island Bridge		WEEK ENDING: March 12, 1966
		SECTION PREFIX: 626-1092
HIGHWAY: Stadium Freeway & Pacific		COUNTY: Multnomah
NAME OF JOB: S.W. Broadway-Ross Island Bridge	KIND OF WORK: Grading, Paving, Structures, and Signing	
CONTRACTOR: Donald M. Drake Company	CONTRACT NUMBER: 6331	FEDERAL AID PROJECT NUMBER: I-405-8(5)301 I-5-6(48)301
DATE OF CONTRACT: August 29, 1963	DATE WORK STARTED: October 2, 1963	ESTIMATED COMPLETION DATE: March 7, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN - SUPERVISION -	SPECIFIED WORK DAYS: NOT APPLICABLE SPECIFIED CALENDAR DAYS: 763	WORK DAYS USED CALENDAR DAYS USED: 921
PROJECT AUTHORIZATION: $5,188,331.81	SPECIFIED COMPLETION DATE: September 30, 1965	PERCENT OF TIME ELAPSED: 121
EXCLUSIVE OF ENGINEERING: $4,819,383.77	ENGINEERING AUTHORIZATION: $368,948.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $4,494,933.08	ENGINEERING COST TO DATE: $447,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT ~~xxxxxx~~ UNDERRUN: 6.7 %	PERCENT OF AUTHORIZATION: 121 %	DATE PROJECT WAS COMPLETED: March 7, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
	100	100	100	100	100			
				Cu. Yds. GRADING	Tons SURFACING	MAINTENANCE MATERIALS	A.C. OIL & BITUMINOUS MACADAM	Sq.Yds. PAVING
MILES IN PROJECT				1.02	0.95		0.95	0.95
MILES PARTIALLY COMPLETED				1.02	0.95		0.95	0.95
MILES COMPLETED				1.02	0.95		0.95	0.95
TOTAL ESTIMATED QUANTITIES (CONTRACT)				632,000	63,300		12,240	38,020
TOTAL QUANTITIES CORRECTED TO DATE				573,069	75,185.5		11,519.29	36,392.5
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				573,069	75,185.5		11,519.29	36,392.5
AVERAGE DAILY QUANTITIES				-	-		-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT			ALL STRUCTURE WORK IS COMPLETE						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY Mar. 7	Showers			
TUESDAY 8	Rain & Wind			
WEDNESDAY 9	" "			
THURSDAY 10	Fair			
FRIDAY 11	"			
SATURDAY 12	-			

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

March SUNDAY 6	No Activity
7 MONDAY	"
8 TUESDAY	"
9 WEDNESDAY	"
10 THURSDAY	"
11 FRIDAY	"
12 SATURDAY	-

REMARKS

Second Notification form was submitted on Tuesday with a completion date of March 7, 1966 listed.

Mr. Gordon Brooks of B.P.R. in company with Mr. A.E. Johnson, Mr. A.V. Benedict, Mr. E.L. Hardt, Mr. M.W. Stovall and Mr. J.R. Rose of Highway Department made final inspection of project on Friday.

This is the last Weekly Report to be submitted on this contract.

Semi-final estimate and supporting data is being sent to Division office on Friday March 11, 1966.

SIGNED M.W. Stovall LOCATION 5821 N.E. Glisan Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
APR 13 1966

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID D. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
March 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 7, 1966, on Contract No. 6331, S.W. Broadway-Ross Island Bridge Section, in Multnomah County, in connection with Federal-Aid Project Nos. I-5-6(48)301; I-405-8(5)301.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

This office would appreciate the expediting of your acceptance or reason for nonacceptance of the contract work on this specific contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: March 25, 1966

Conditions noted on above date:
Project satisfactory.

A. W. Parsons
Division Engineer

By: J. H. Garvin
Acting District Engineer

Young
4-13-66

HAS:

RECEIVED
MAR 11 1966

FORM UNITED STATES GOVERNMENT
(Rev. 7-63)
(Pres. by A.O. 206-10)

Memorandum

I-405-8(5)301

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 7, 1966

In reply refer to: 08-35-3A

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-405-8(5)301 and I-5-6(48)301
SW. Broadway - Ross Island Bridge Section
Stadium Freeway
Price Agreement No. 41
(OSHD (Mr. Young) ltr, 3-3-66)

We have reviewed the submission under Mr. Young's March 3, 1966 letter and our conclusions are indicated below.

We find, as you did, that the Special Provisions do not indicate an explanation for steel drainpipe; however, according to Section 5, Article 1.5.3 of the 1954 Standard Specifications governing this project, the plans and standards take precedence when a description of the item is not contained in the Special Provisions. On Plan Sheet 6B the notes specifically state that 65 lineal feet of 8-inch steel drainpipe are necessary, and from the location in the plan, it is difficult to assume that this drainpipe comes from any place but on the Porter Street structure.

Your general procedure does not ordinarily include structural items and descriptions thereof to be bid and paid for under grading items of work, and it does appear that the contractor either might have erred in assuming that this pipe was corrugated metal, or erred in computing the installation costs. It seems rather indicative that he anticipated some additional cost of some sort by his bid tabulation under Item 27 which was $8.30 per lineal foot and his bid under Item 28 (8-inch corrugated metal drainpipe) which was for $2.20 per lineal foot. It is recognized that the bid price for Item 27 is generally not as high as that ordinarily experienced under bridge installation for 8-inch steel pipe. The price, however, of the projected claim of approximately $23.50 per lineal foot certainly is not in keeping with the bridge cost normally anticipated for this type of work. It would appear to us that the contractor made a poor estimate of the work and improperly organized his crews suffering a loss in installation and is now trying to recoup this loss through Federal and State funds. If this is not the

REFERRED TO
By Asst. State Hwy. Engr.
3-10-66

(more)



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

case and he still insists that the original costs were based on corrugated metal pipe, we would reconsider the problem only if he furnished his original bid tabulation and reasons why he did not file a protest earlier in the project. Because of the aforementioned reasons, we do not feel justified in participating in this claim.

RECEIVED
MAR 30 1966

FORM E-20 80M 2-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 24, 1966

SUBJECT: S. W. Broadway-Ross Island Bridge
Stadium Freeway & Pacific Highway
Contract: 6331

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

A teletype to you on February 21, 1966 indicated that a final inspection was scheduled for the same day and that a report would be submitted.

An inspection was made as scheduled, but the contractor has so much cleanup to do that this inspection could not be considered final. Much erosion was in evidence throughout the project. Concrete chunks and wood were widely scattered and some fringe clearing remained to be done. Berms were not properly shaped and the gutters were full of mud. Settlement was evident around some guard rail posts and in some paved berm areas.

Remaining berm paving and island alterations on the Harbor Drive Undercrossing structure have been transferred to Contract 6577 by Price Agreement or Extra Work Order, so will not be completed under this contract.

A completion report on this project will be submitted when deficiencies have been corrected.

A. E. Johnson
Metropolitan Engineer

By A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

cc Mr. F. D. Morgan
Mr. Ivan D. Merchant
Mr. M. W. Stovall

OFFICE OF STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

done - 3-29-66

B/ltr 3/25

[illegible]

[illegible]

REFERENCE IS MADE TO YOUR REQUEST FOR INFORMATION REGARDING THE COMPLETION OF THE [illegible] PROJECT I-80-[illegible]-SEC. SECTION CONT. 6331. FOLLOWING ARE SOME FACTORS AFFECTING COMPLETION OF THE PROJECT AND RELEASE OF CONTRACTOR'S RETAINED PERCENTAGE:

A LONG LIST OF DEFICIENCIES WAS MADE ON OCT. 28, 1965. SINCE THAT TIME, THERE HAS BEEN A CONTINUING EFFORT TO GET THE CONTRACTOR TO CORRECT THE LISTED FAULTS. DIARY NOTES INDICATE THAT DURING NOV., 1965, THERE WAS NO ACTIVITY WHATEVER ON FIVE OF THE NORMAL WORKDAYS AND ONLY WORK BY TRUCK DRIVERS ACCOUNTED FOR ANOTHER 11 DAYS. THE REMAINING WORKDAYS HAD ONLY LIGHT WORK WITH SMALL CREWS OR LONE MEN. AS OF THIS DATE, FEB. 21, THE DEFICIENCIES HAVE BEEN SUBSTANTIALLY CORRECTED.

THE CONTEMPLATED CURB REPLACEMENT OF THE DEFECTIVE REFLECTOR BUTTONS ORIGINATED ABOUT OCT. 25, 1965, YET NO MEETING WAS CALLED BY THE [illegible] CONTRACTORS OR SUBLETTERS UNTIL JAN. 7, 1966.

[illegible] TO HAVE A REPORT ON DEC. 17 LISTING SIGNING DEFICIENCIES [illegible] AND INSPECTOR'S DIARY INDICATES THAT THIS WORK WAS NOT [illegible] UNTIL ABOUT JAN. 27.

[illegible] ESTIMATE WAS SENT IN FOR PRELIMINARY CUTTING ON JAN. 21, ALTHOUGH [illegible] OF ITEMS WAS BEEN CUTTING PREVIOUSLY

[illegible] WORK WAS NOT COMPLETE AT THAT TIME.

PRICE AGREEMENT NO. 41 IN SETTLEMENT OF A DRAINAGE ITEM CLAIM WAS GIVEN THE CONTRACTOR FOR SIGNATURE ON FEB. 9, BUT NOT RETURNED TO THIS OFFICE UNTIL FEB. 17.

CLEAN-UP ALONG CARPENTERS ST. [illegible] AVE. WAS BEEN URGED CONTINUALLY FOR THE PAST SEVERAL WEEKS, BUT WAS NOT COMPLETE UNTIL FEB. 17.

[illegible] SET FOR [illegible] FEB. 23, [illegible] JEFF DAVING, SINCE WEATHER WHAT IT CONDITIONS WERE NOT FAVORABLE FOR A.C. PAVING. THIS WAS THE OFFICE OF STATING THE LI[illegible] NOT ONLY CHARGES, BUT ALSO SERVED TO DEFINE THE RESPONSIBILITY FOR THE CONTRACTOR TO COMPLETE THE OTHER [illegible] OF THE PROJECT.

ON WEDNESDAY, FEB. 16, I [illegible] WITH JOHN [illegible], RESIDENT SUPERINTENDENT, TO AGAIN REQUEST THAT [illegible] CLEAN-UP BE REVIVED AS THE FIRST CLAIM [illegible] PROBABLY THE EIGHTH OR TENTH REVIVED. ON TUESDAY [illegible] AT 10:[illegible], FEB. 17, BLAKE'S SPECIAL SUPERINTENDENT, [illegible] AND JOB SUPERINTENDENT (BILL SMITH) MET WITH A [illegible] OF DEPARTMENT REPRESENTATIVES, PRESUMABLY BILL MAYER, AND AT 1:15, [illegible] AT 2:[illegible], THE CLEAN-UP CREWS SEEMED TO COME ALIVE. THE CONTRACTOR CREWS ARE [illegible].

A FINAL INSPECTION IS SCHEDULED FOR 1:30 P.M. THIS DATE WITH STATE, CONTRACTOR AND FED REPRESENTATIVES ATTENDING.

A REPORT WILL BE SUBMITTED AT THIS INSPECTION.

JOHN SCH
SU
DE.

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

12-23 Johnson called
1-2 wks cleanup still to
be. Schell wouldn't accept fix and wanted it done correctly
as a final inspection.

- Eliminate absent reflectors -

VILLAGE

[illegible] TO YOUR REQUEST FOR INFORMATION REGARDING THE COMPLETION OF THE [illegible] ON SR. SECTION CONT. 6331. FOLLOWING ARE SOME FACTORS AFFECTING COMPLETION OF THE PROJECT AND RELEASE OF CONTRACTOR'S FINAL PERCENTAGE.

A PUNCH LIST OF DEFICIENCIES WAS MADE ON OCT. 28, 1965. SINCE THAT TIME, THERE HAS BEEN A CONSTANTLY DECREASING EFFORT TO GET THE CONTRACTOR TO CORRECT THE PUNCH LIST ITEMS. DIARY NOTES INDICATE THAT DURING NOV., 1965, THERE WAS NO ACTIVITY WHATEVER ON FIVE OF THE NORMAL WORKDAYS AND ONLY WORK OF MINOR NATURE FOR A TOTAL OF 11 DAYS. THE REMAINING WORKDAYS HAD ONLY SINCE WORK WITH SMALL CREWS OR LONE MEN. AS OF THIS DATE, FEB. 21, THE DEFICIENCIES HAVE BEEN SUBSTANTIALLY CORRECTED.

THE CONTRACT CALLED REPLACEMENT OF THE DEFECTIVE REFLECTOR BUTTONS COMPLETED BY OCT. 28, 1965. YET NO NOTICE WAS CALLED BY THE CONTRACTOR OR HIS SUBCONTRACTORS OR SUPPLIERS UNTIL JAN. 7, 1966.

FINAL PAINTING OF THE CONCRETE PARAPET ON SPC. 17 WAS DONE DURING SPRING, [illegible] DIARY INDICATES THAT THIS WORK WAS NOT DONE UNTIL AFTER JAN. 27.

SEMI-FINAL ESTIMATE WAS SENT TO RESIDENCY CHECKING ON JAN. 21, ALTHOUGH THE UNDERSIGNED HAD BEEN QUESTIONED PREVIOUSLY

SOME WORK STILL NOT COMPLETE AT THIS TIME.

PRICE AGREEMENT NO. 41 IN SETTLEMENT OF A DRAINAGE ITEM CLAIM WAS GIVEN THE CONTRACTOR FOR SIGNATURE ON FEB. 9, BUT NOT RETURNED TO THIS OFFICE UNTIL FEB. 16.

CLEAN-UP ALONG CA 11/125 SR. 9[illegible] OF WHICH ANT. WAS BEEN URGED CONTINUALLY FOR THE PAST SEVERAL WEEKS, BUT WAS NOT COMPLETED UNTIL FEB. 19.

A STOP NOTE WAS ISSUED ON JAN. 25 CONCERNING TEN PAVING, SINCE HEATHEX STATED CONDITIONS WERE NOT FAVORABLE FOR A.C. PAVING. THIS HAD THE EFFECT OF STOPPING THE LIQUIDATED DAMAGE CHARGES, BUT ALSO SERVED TO FORCE THE INSISTENCE FOR THE CONTRACTOR TO COMPLETE THE OTHER CONTRACT ITEMS INVOLVED.

ON THURSDAY, FEB. 16, [illegible] WITH [illegible], HAVING SUPERINTENDENT, TO AGAIN REVIEW THIS JOB [illegible] CARPINTERIA ST. BE CHECKED FOR THE NEED [illegible] . [illegible] EXACTLY THE STATUS OF TENTH DELIVERY. ON THURSDAY [illegible] , FEB. 17, [illegible] CENTRAL SUPERINTENDENT, [illegible] SUPERINTENDENT (STILL SMITH) MET WITH A [illegible] REPRESENTATIVE, PRESUMABLY BILL MAYER, AND AT 1:45, [illegible] : CLEAN-UP SEEMED TO COME ALIVE. THE SCHEDULED DETAILS ARE:

A FINAL INSPECTION IS SCHEDULED FOR 1:30 PM THIS DATE WITH STATE, CONTRACTOR AND FHA REPRESENTATIVES ATTENDING

A REPORT WILL BE SUBMITTED AT THIS INSPECTION.

JOHN SCI

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

12-23 Johnson called
1-2 wks cleanup still to
be. Schell would accept gift adjustment on grade if
as a final inspection.

- Ehrlich hill adjustment -

RECEIVED
DEC 6 - 1965

SP*19102-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1965

To: Mr. G. E. Rohde
Chief Counsel

BUILDING

SUBJECT: S.W. Broadway-Ross Island Bridge
Stadium Freeway and Pacific Highway
Contract No. 6331

Herewith our file consisting of sixteen letters, all pertaining to a question of the proper amount due the contractor for 24-inch water pipe acquired on the subject project.

Basically, the question is the determination of "actual cost" as set forth in Section 1.9.12, and others -- that is, whether it should be as quoted by a subcontractor, or the lower invoice cost to the subcontractor from the manufacturer or supplier.

We will also deliver to you a copy of Price Agreement No. 5, which is mentioned in some of the correspondence.

Included in the file is a November 16, 1965 letter from the law firm of Williams, Montague, Stark & Thorpe supporting the contractor's position. We seek your advice in this matter before making a reply. Please return our file.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: F. B. Klaboe

NOTED
F.B. KLABOE
RECEIVED
DEC 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1965
FOR FILING
STATE COPY
B.P.R. OREGON LIBRARY

Form E-200—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent u... project ... fund ... G1-P

Project Name S.W. Broadway-Ross Island Bridge — Date Nov. 15

Highway Stadium Freeway & Pacific — Contract No. 6331

County Multnomah — Prefix 626-1092

Contractor Donald M. Drake Company — F. A. Project No. I-5-6(48)301 I-405-8(5)301

Address 1600 N.W. Savier Street — Order No. 23

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Place sand under slope paving on north end of "FK" line structure to repair erosion.

1. Maximum equipment rates allowable as per AGC-State Agreement
2. Percentage allowable to contractor is in accordance with executed agreement for job.

Location by station numbers:

Opposite main line Station 479 approximately

Estimate of quantities and cost:

Material 10 cu.yd. sand @ $4.00	$ 40.00
Equipment Rental	60.00
Labor	100.00
Total	$ 200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
The water on the 5th Ave. structure ran down through the manhole cover, through the box girders and out the end drain hole washing the material under the slope paving blocks. This Extra Work Order will cover the work necessary to replace the material washed out and prevent future erosion. Tentative approval has been obtained from the Bureau of Public Roads.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $ 200.00 for work under this order	$4,945,741.62
Expected under-run amount	$ 242,590.19
Expected under-run per cent	4.6%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict Asst. — Division Engineer

Approved /s/ L. H. Young Asst. — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
NOV 2 - 1965
FOR FILING

I-40-2(8)321
6321

November 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention: Mr. Ted Dee
Assistant Division Engineer

Re: S. W. Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highway
Inspection-in-Depth Report
08-35.DA

Dear Sir:

Your recommendations regarding follow-up tests on failing progress tests and failure to obtain progress tests and depth tests on all lines are being implemented.

Division personnel responsible are being contacted personally relative to this matter and instructed to correct this situation. Both field and division personnel throughout the state are also being notified by letter to pay closer attention to these deficiencies in testing and documentation.

The items mentioned will also be discussed at this winter's "gripe sessions" to be held throughout the state.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
A. E. Johnson
L. W. Rulien

MDG:fp srb

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 7, 1965

In reply refer to: 08-35.DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth Report,
Oregon Projects I-5-6(48)301 & I-405-8(5)301
S.W. Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highways

Attached hereto is a copy of the subject report.

It is noted in the Recommendations that there were no followup tests after failing record samples. It is suggested that the field crews be notified that followup samples should be obtained after all failing samples.

Attachment

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan - Young w/ltr.
By Asst. State Hwy. Engr.
10-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

35-65-EID-27

CC: Region (3)
OSHD (F. Klaboe)
File 459
Washington DC thru Region

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check Appropriate One) XX ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	PROJECT NUMBER
8	Oregon	I-5-6(48)301 & I-405-8(5)301

DATE OF INSPECTION	PHASE(S) INSPECTED
6/8 and 7/9/65	Crushed Aggregate Base

INSPECTION MADE BY	IN COMPANY WITH
R. A. Nichols	Richard Lytle, Resident Engineer

REPORT PREPARED BY
R. A. Nichols, Assistant Area Engineer

PROJECT INCLUDES
XX GRADING AND DRAINAGE ☒ XX BASE ☒ XX PAVING ☒ XX MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Donald M. Drake Company Portland, Oregon	$ 4,409,000.50
	PROJECT STATUS (Percent complete) 77

LOCATION The project is located on the Stadium Freeway in Portland, Oregon. It begins at Sta. 472 (Broadway Street) and ends at Marquam Bridge Structure. It also includes connections to the bridge and to Interstate Route 5.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (Including needed followup action); (3) DETAILED REPORT OF INSPECTION.

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION
STADIUM FREEWAY AND PACIFIC HIGHWAYS

Inspection time	8 hours
Travel time	4 "
Write-up time	6 "

SUMMARY

The survey control for the initial grading and the subsequent elements of the road structure was very good.

The base materials were tested as shown in the following tabulation:

1½"-0 (Coarse Base)

Samples from belt at producers plant or from barge	19
Tests on material placed on detours	3
Tests on material placed on permanent work	105
Failing project samples (permanent work)	32
Passing project samples (permanent work)	73
Project check samples	9
(PROGRESS) Record samples	21
Failing record samples	2
Tons of 1½"-0 accepted	53,104
Frequency rate of passing project samples	1:727
Frequency rate of passing record samples	1:2529

3/4"-0

Samples from belt at producers plant or from barge (Informational)	9

(more)

USCOMM-DC 9221-P64

3/4"-0 Cont'd.

Project samples from material on grade	25
Failing project samples	6
Record samples (total)	17
Failing record samples	6
Tons of 3/4"-0 accepted	7290
Frequency rate of passing project samples	381
Frequency rate of passing record samples	663

All the locations in which an appreciable amount of coarse base material had been placed were covered by passing samples. However, passing project samples of 3/4"-0 base material were not taken on 4 lines and no passing record samples were taken on 6 lines, all of which should have been tested prior to this inspection.

The depth of the base material was found to be adequate where checked. However, no measurements could be found on 6 of the ramps and cross streets.

RECOMMENDATIONS

1. The resampling where project samples failed was excellent, however, there were several failing record tests for which there were no follow-up tests. It is suggested that the same diligence be followed concerning both project and record tests.

2. The depth checks were not made on all the locations where checks should have been made prior to paving. Evidently there was a lack of communication as to when the base courses were ready for record checks. It is suggested that proper steps are taken to give adequate notice to the person responsible for the State record measurements.

3. The percentage of failing samples of 3/4"-0 base was fairly high. This is probably due to the fact that it is difficult to get a good large sample of a 2" layer. It is suggested that consideration be given to sampling the 3/4"-0 material in a windrow after processing and prior to laying. As mentioned in the body of the report, the materials are not sampled until they have been incorporated into the project because of extensive segregation during transportation. This problem is presently unique to the Portland area. It is not suggested that this method be used where segregation is not a problem.

PROJECT WORK

The work on the main roadway involves the construction of six 12-foot lanes of PCC pavement between Stations 477 and 482+50, and eight 12-foot lanes from Stations 482+50 to Station 495. From thence the main road divides to connect to the Marquam Bridge and to Highway I-5. It also includes the median area, shoulders, and undercrossing structures. The major items are General Excavation - 632,000 cu. yds., Coarse Crushed Material in Base - 41,400 tons, 3/4"-0 Crushed Base Material - 8900 tons, 8" continuously reinforced concrete pavement - 21,000 square yards, Class B asphaltic concrete - 12,000 tons, 8 major structures, plus signing and illumination.

(more)

PROJECT STATUS

The contract had a fixed completion date of July 31, 1965, however, a time extension of 45 days has been requested, and approved, due to the extra work involved in the changing of the pavement design. The design of the portland cement concrete pavement was changed from a standard reinforced pavement to a continuously reinforced PCC pavement. An additional 16 day extension was granted because of a laborer's strike in May 1964. These extensions have moved the specified completion date to September 30, 1965. At the present time it appears that the contractor will be able to complete the contract work by that date.

SUBCONTRACTS

Fifteen subcontracts amounting to 28% of the total contract have been approved. Included is the subcontract with K.F. Jacobsen and Company for work to be done under Items 66 through 75, i.e. the items which cover the preparation of the base and the furnishing and placing of base materials and asphaltic concrete.

PERSONNEL

The personnel chiefly responsible for the project work are:

Resident Grading Engineer - Grade CEIII - 14 years experience - Graduate Civil Engineer - Registered engineer

Resident Bridge Engineer - Grade CE III - 6 years experience - Graduate Civil Engineer - Registered engineer

Assistant Resident Grading Engineer - Jon Rose - Grade CE II - 16 years experience - Graduate Mechanical engineer

Assistant Resident Structure Engineer - Dale Rector - Grade CE II - 8 years experience - Graduate engineer - Registered in Oregon

Inspector - Paul B. Libby - Grade ET 2 - 12 years experience - Education - High school plus State training schools - Primary duties - material sampling and testing

The project was adequately staffed and all the personnel seemed to be well qualified for the positions they held. They appeared to be very conscientious and performed their duties to the best of their abilities.

SURVEY CONTROL

The first control stakes, as is normal practice, was the cut or fill stakes. When the contractor had the subgrade constructed to rough grade the survey crews placed blue tops so the contractor could bring the road bed to the finished subgrade elevation.

The plans indicate that the road section was to consist of a 4" sand subbase, 6" and 10" of coarse base material under the PCC pavement, A.C. pavement respectively, plus 2" nominal depth of 3/4"-0 crushed aggregate topped by either PCC or A.C. pavement.

(more)

The survey crew initially placed red top grade stakes at the top of the sand subbase. However, this practice was stopped when it was decided to eliminate the sand subbase and thereafter the first stakes above the subgrade were placed at the top of the coarse base. To digress a moment the sand subgrade was eliminated after No. 1 tests indicated the material in the subgrade would not pump, (2) it was difficult to obtain specification sand and (3) The contractor agreed to substitute coarse base material for the sand at no additional costs. In addition to the grade stakes mentioned above stakes were placed for the top of the 3/4"-0 base material and to control the A.C. pavement. Grade and alignment for the PCC pavement were controlled by a separate offset stake locally referred to as antenna material source.

The crushed materials are purchased from Ross Island Sand and Gravel Company, a commercial aggregate company in Portland. The original material is river gravel dredged from the Willamette River near the Ross Island Bridge. It is crushed at their plant near the bridge and then separated into aggregates of different gradations and stockpiled. When material for this project is obtained the supplier blends two or more of the stockpiles and then loads the blended material by belt into barges. The material is then hauled to a loading dock where it is transferred from the barge to the subcontractor's trucks by means of a clam shell. From thence it is hauled directly to the project and placed on the grade.

AGGREGATE SAMPLING

During the initial phases of the project the materials were sampled on the belt as it was being loaded on to the barge in accordance with normal State practice. It was soon discovered that extensive segregation was occurring during the handling of the material, expecially when the material was being loaded on the barge. Several methods of handling the aggregate were tried but no suitable means was found to prevent or correct the segregation prior to delivery to the project. Because of the segregation problem the sampling of the material on the belt was stopped and the materials were sampled on the roadbed after processing and laying. If the material does not meet specification requirements the contractor is allowed to add material and reprocess until specification material is attained.

SAMPLING FREQUENCY

As of July 1, 1965, 53,104 tons of 1½" crushed aggregate had been accepted. One hundred and twenty-seven project progress tests had been performed. Of these 19 were tests on samples from the crushing plant or the barge and were informational only and three were tests on materials incorporated into detours and were not reincorporated into the permanent project. (The unit pay item for detours included the base and surfacing therefore the amount of gravel incorporated in them was not weighed).

(more)

Thirty-two of the samples on materials after incorporation into the project failed to meet gradation requirements. All of these tests were covered by subsequent passing check samples. There were 73 passing project samples, one sample for each 727 tons of aggregate accepted. The State's Central Laboratory recommends one test for each 500 to 1000 ton. In addition to the regular project control tests, nine progress check samples and 21 BPR Final Records samples were taken, two of which did not meet the specified gradation requirements. One of the failing samples was slightly deficient and the other sample had a small excess of material passing the ¼" sieve.

About 7290 tons on 3/4"-0 base material had been placed. Thirty-six project control tests on this material were performed. The samples were taken from the following locations:

Belt at producers plant	3
Barge at unloading dock	6
From grade on project	25

Six of the 25 grade samples failed to meet gradation requirements. The gravel represented by four of the failing samples were subsequently covered by passing samples. Nineteen samples or one per 381 tons of 3/4"-0 material met specification requirements.

Seventeen record samples were tested. Of these 6 failed to meet gradation requirements. Two of the failing samples were subsequently covered by passing samples which were obtained after further processing.

LOCATION OF SAMPLES

Samples of the 1½"-0 base gravel were taken from all the lines on which a significant amount of material had been placed.

The average frequency rate for the 3/4"-0 base aggregate was very good. However, the writer could not find passing test reports on the material placed on 6th Ave., FL line, FK line nor the CH 4 line.

DEPTH OF BASE MATERIAL

The depth of the base materials are initially controlled by the grade stakes previously mentioned and subsequently it is occasionally checked by the project inspector.

It is the State's procedure to have a representative of the Central Testing Laboratory check the base and surfacing depths. Their representative has checked the depth on the "L" line very well. However, no depth checks had been made on the following lines, FL, FM, E, CH 4, FM, MD, Broadway, 4th Ave. and 5th Ave. The Central Laboratory's representative states that they were unable to check the depths prior to paving because they were not notified sufficiently in advance. However, they planned to check all the lines prior to completion of the project.

The depths of the gravel in some of the locations are shown in the following tabulations:

(more)

Station	Measured Depth			Plan Depth		
	1½"-0	3/4"-0	Total	1½"-0	3/4"-0	Total
FK 482	22½"	3"	25½"	16½"	2"	18½"
D 492+90	8.6"	2.8"	11.4"	10"	2"	12"
6th Ave.	17"	--	17"	16½"	--	16½"
1st Ave.	15-3/4"	3-3/4"	19½"	16½"	2"	18½"
"L" 488 12' lt	9½"	2"	11½"	10"	2"	12"
"L" 490 12' lt	10½"	2"	12½"	10"	2"	12"
"L" 490 60' lt	11-3/4"	2-3/4"	14½"	10"	2"	12"
"L" 490 12' rt	13½"	2-3/4"	16"	10"	2"	12"
"L" 493 12' lt	10½"	2½"	12-3/4"	10"	2"	12"
"L" 493 60' lt	9½"	2½"	11-3/4"	10"	2"	12"
"L" 493 12' rt	10½"	1½"	12"	10"	2"	12"
496 12' lt	10-3/4"	1-3/4"	12½"	10"	2"	12"
496 60' lt	12½"	1½"	14"	10"	2"	12"
496 12' lt	10-3/4"	1-3/4"	12½"	10"	2"	12"
496 48' rt	10"	2-3/4"	12-3/4"	10"	2"	12"

The depths are within reasonable compliance with plan depths except for two areas ie at FK 482 and L 490. The contractor placed aggregate on the FK line prior to the placement of the base so he could haul over the road. This was done at his own expense. There is no explanation for the extra depth at Station 490 except that it may have been soft from excessive rainfall and gravel was rolled into the subgrade.

PROJECT TESTING PROCEDURE

It was mentioned previously that the materials became segregated while it was being transported from the supplier to the project. It was therefore necessary to test the material after it had been placed on the road and processed. The project inspector obtained one sample of 1½"-0 material while being observed by the writer. His procedure was to excavate 3 holes in the base, placing the material in a canvas sack. All the material which was loosened was kept for the sample. The sample was then taken to his laboratory and split by means of a splitter until the desired size sample was obtained. The writer did not observe his testing procedure during this inspection, but he has observed it in the past and his procedure complied with the State's requirements. In this case one-half the sample was sent to the Central Laboratory as a check on both his testing methods and the equipment's efficiency. The two results were as follows:

	Project Test	Laboratory Test	Specified
+1½"	0"	0"	
+3/4"	19.4	17.3	20 to 40 %
-1/4"	40.5	38.1	35 to 50%

(more)

The results are comparable, however it will be noted the sample does not meet gradation requirements. The areas represented by this sample will be retested.

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NOV 2 - 1965

Form 2-229-6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date OCT 4 1965 For Division engineer
U.S. Bureau of Public Roads

Project Name S. W. Broadway-Ross Island Br. Date October 4, 19 65.

Highway Stadium Freeway Contract No. 6331

County Multnomah Prefix 626-1092

Contractor Donald M. Drake Co. F. A. Project No. I-405-8(5)301

Address 1600 NW Savier St., Portland, Oregon Order No. 22

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Paint walls of pedestrian undercrossing at Harbor Drive Structure.

1. Maximum equipment rates allowable as per A.G.C. - State agreement.
2. Percentage allowable to Contractor is in accordance with executed agreement for the project.

Location by station numbers:

Harbor Drive Structure, Bridge #9153

Estimate of quantities and cost:

1200 $ft.^2$ @ .35/$ft.^2$ = $420.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Concrete will need to be painted so as to facilitate the maintenance of the pedestrian undercrossing. Due to the nature of the work the contractor has requested this be done on extra work rather than a price agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $420.00 for work under this order	$5,034,996.59
Expected under-run amount	$153,335.22
Expected under-run per cent	3

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Asst. Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer or State Highway Engineer or Office Engineer.

State Prin. Eng.

COMMISSIONERS 1965
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. CHARLES, MEMBER
WASCO
DAVID D. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

September 28, 1965

DONALD M. DRAKE COMPANY
1600 N. W. Savier Street
Portland, Oregon

re: S. W. Montgomery Street - West
Marquam Interchange
Contracts: 6331 & 6577

Gentlemen:

We have received a letter from Tonkon & Galen complaining about alleged damage to property of Mrs. Gussie Kamin, who owns property at 730 S. W. Jackson Street. The back of this property is adjacent to the "SF" Line between Sixth Avenue and Broadway, so damage may have been caused under either of your present contracts.

I called Mr. Galen of the attorney firm, to ascertain the nature of damage and he suggested that you have your Surety contact him in the matter. I am attaching a copy of Tonkon & Galen's letter to our Salem office.

Please give this your prompt attention.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

RECEIVED
SEP 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. B. KLABOE

AVB:sh

Enclosure

cc Mr. D. J. Barbee
Mr. R. F. Lytle
Mr. William Maltby

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peters
Merciack
Trout
Scott
Wills
Litchfield
Olson
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SEP 29 1965
CONSTRUCTION
DIVISION

1356

SEP 16 65

TONKON & GALEN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

MOE M. TONKON
MORRIS J. GALEN
DANIEL H. COLEMAN

TELEPHONE 228-7451
AREA CODE 503

September 13, 1965

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
ELABDE
BY DEPUTY STATE HIGHWAY ENGINEER
cc Robb

State Highway Commission
State of Oregon

Salem, Oregon

Gentlemen:

We are attorneys for Mrs. Gussie Kamin, who owns the real property at 730 S. W. Jackson Street, Portland, Oregon.

Mrs. Kamin has informed us that her property has been substantially damaged as a result of the construction activity on the freeway adjacent to her property. The full extent of her damages has not yet been determined.

Will you kindly contact us or have the general contractor who is responsible for such damages contact us to see if this matter might be amicably resolved.

Yours very truly,

MORRIS J. GALEN

MJG:d

Routing
Pass
Decker
Morelock
Bond
Trout
Barbee
Scott
Walker
Wills
Glenn
Litchfield
Swan
Olson

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SEP 1 1965
CONSTRUCTION
DIVISION

Copy to Robb 9-16-65

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STATE HIGHWAY ENGINEER

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STATE HIGHWAY COMMISSION

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SEP 30 1965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 28, 1965

SUBJECT: S. W. Broadway-Ross Island Bridge
Stadium Freeway

To: Mr. A. V. Benedict
Mr. E. L. Hardt
Mr. L. E. George
Mr. Robert Bothman
Mr. L. W. Rulien
Mr. Mert Taylor
Mr. Hank Lauinger
Mr. R. F. Lytle
Mr. J. I. Wilson

Attached is an opening schedule for the subject project. Also attached is a schedule of activity for opening day, now set for Tuesday, October 19.

Please note on the opening schedule the various work assignments with the responsible person noted. It is requested that each pursue his individual assignment to the end that as much as possible will be accomplished by opening day.

Please note that on Thursday, October 7, we have scheduled a meeting of State personnel, which meeting will be held at 10:00 a.m. in the Metropolitan office. In order that we may coordinate all activities, it is requested that each of you, if possible, attend this meeting.

A. E. Johnson
Metropolitan Engineer

AEJ:sh

Enclosures

cc Mr. Tom Edwards (w/enc)
Mr. F. B. Klaboe (w/enc)
Mr. E. S. Hunter (w/enc)
Mr. F. D. Morgan (w/enc)

SEP 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

S. W. BROADWAY-ROSS ISLAND BRIDGE SECTION
Stadium Freeway
Opening Schedule

PRESENT TIME

1. Signing - Lytle, Peterson
2. Barricading - Lytle, Peterson
3. Striping - Lytle, Peterson
4. News Release & Map - Ed Hardt
5. Counting - Peterson
6. Electrical Work (Illumination) - J. X. Wilson

October 7 Thursday Meeting of State Personnel

a. Method of Opening.
b. Status Reports - Signing, Barricading, Striping.

October 11 Monday City-State Meeting

a. Coordination of duties on opening day.

October 12 Tuesday News Release & Map to City (Hardt)

October 17 Sunday News Release & Map in Papers

October 18 Monday

1. Remove guardrail from entrance to "F" Line-place cantels.
2. Clear southbound line except for barricades at ramp entrances on Broadway & 5th Avenue.
3. Sweeping.
4. Uncover 6th Avenue Signs (Hank)
5. Inspection

October 19 Tuesday Opening

NOTE: "F" = Inbound
"E" = Outbound

S. W. BROADWAY-ROSS ISLAND BRIDGE SECTION
Stadium Freeway
Opening Day

9:00 OPEN SOUTHBOUND RAMPS

1. Remove Barricades and uncover signs at:

   a. Broadway On-Ramp (Lytle & Hank)
   b. 5th Avenue On-Ramp (Lytle & Hank)

OPEN NORTHBOUND RAMPS

9:30 1. 4th Avenue Exit Ramp

   a. Activate Signal at 4th & Lincoln (City)
   b. Remove Barricades at 4th & Lincoln (Lytle)

2. 6th Avenue Exit Ramp

   a. Remove Barricades at 6th & Jackson (Lytle)

3. Remove cantels at entrance to "F" Line (Lytle)

4. Uncover signs on Baldock Freeway working south from the Stadium Freeway entrance (Hank)

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SEP 29 1965
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STATE COPY

Form 2-376-GH

I-W-2-(48)301

1

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date SEP 4 1965 G 2P
[signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name SW Broadway-Ross Island Bridge Sec. Date Sept. 14, 19 65

Highway Stadium Freeway & Pacific Contract No. 6331

County Multnomah Prefix 626-1092

Contractor Donald M. Drake Company F. A. Project No. I-5-6(48)301

Address 1600 NW Savier Street Order No. 20

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate guard rail around sign bridge footings.

Location by station numbers:

86+53
D496+82

Estimate of quantities and cost:

Labor	$300
Materials	100
Equipment	100
Total	$500

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Existing guard rail at sign bridge footings need to be widened to provide clearance for sign bridge supports. Due to the traffic problems and nature of the work, it is more equitable to do the work on extra work than on a price agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $500.00 for work under this order	$5,007,731.78
Expected under-run amount	$180,600.03
Expected under-run per cent	3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
Construction Engineer or Bridge Engineer
ASST.

Approval Recommended: /s/ Edward L. Hardt
ASST. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

9-29-65

Form CO-331
(11-63)
(Pres. 9)
A.O. 20(-10)

UNITED STATES GOVERNMENT

Memorandum

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 24, 1965

In reply refer to: 08-35.DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6331

FROM : M. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(5)301
S.W. Broadway-Ross Island Bridge Section
Extra Work Order No. 4, Supplemental

Your request for Federal participation in the cost of providing and maintaining 25 watt amber warning lights mounted on Type II barricades on the subject project under Extra Work Order No. 4 is again denied. Our Regional office has reviewed the Plans, Proposal and Special Provisions and concur in our determination.

REFERRED TO
By Asst. State Hwy. Engr.
8-26-65

RECEIVED
AUG 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 20 1965
FOR FILING
I-405-8(5)301
6331

August 23, 1965

Donald M. Drake Company
1600 N. W. Savier Street
Portland 9, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 23, 1965, considered your request for an extension of the specified completion date from August 16, 1965, to September 30, 1965, to complete Contract No. 6331 for grading, paving, structures, and signing on S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc A. E. Johnson
Richard Lytle
L. F. Young
I. D. Merchant
C. H. Maisor
Bureau of Public Roads

RECEIVED
JUL 23 1965
FOR FILING
I-4L5-8(5)130
6211

July 20, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 2
August 24, 1965 Meeting

Gentlemen:

Donald M. Drake Company, general contractor on the S. W. Broadway-Ross Island Bridge Section of the Stadium and Pacific Freeways, Contract No. 6331, has requested that the completion date for this project be advanced from a previously approved extended date of August 16, 1965, to a new date of September 30, 1965, without assessment of liquidated damages.

The contractor's request is predicated on the fact that an ordered change from standard type Portland Cement Concrete pavement to continuously reinforced Portland Cement Concrete pavement will require an additional 45 days to construct. This change was made after award of the contract.

The continuously reinforced concrete pavement does require additional time to construct and the contractor's request for a 45-day extension is reasonable. Inasmuch as the delay occasioned to the contractor is beyond his control, I recommend that the requested extension be granted without assessment of liquidated damages.

This is a Federal Aid project and we have the concurrence of the Bureau of Public Roads to this effect.

This matter will be on the agenda for your consideration at the August 24 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
A. E. Johnson

CAG:ja bg

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 20, 1965

08-35.2-DA

Personal signed by
T. Dec
Eng. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

S.W. Broadway - Ross Island Bridge
Oregon Project I-405-8(5)301
Continuously reinforced concrete pavement request

We have reviewed your request for continuously reinforced concrete pavement on the above section, as indicated in your letter of May 19, 1965, signed by Mr. Lloyd P. Shaw.

We find that your request appears reasonable in view of the adjacent section of continuously reinforced concrete. Your revised design to utilize the existing mats and add reinforcement to give the required .6 percent reinforcing steel recommended for this type of design is commendable. We feel that what you have submitted is acceptable; however, we find the anchorage terminals on the Montgomery-Broadway Section (I-405-8(9)301) are placed around station 477. We feel that it might be desirable to move these terminal anchors to the end of the newly proposed continuously reinforced concrete section in and around station 500 and ask you to consider this in the design of this section.

The costs, as indicated in your memorandum, appear acceptable. The $3.26, as compared with the bid price of $5.50 for plain reinforced concrete construction, appears to indicate a reasonable increase in the amount of work and expense required for this revision. The contractor definitely will have to revise his construction procedures. This revision, along with the ordering of reinforcing steel, will require additional time and expense to complete the project. The contractor's request for a 45-calendar-day extension appears reasonable in view of the fact that he will not be able to utilize the inside of his forms because of the advancement placement of reinforcing steel. Also, his work on the shoulders and median areas will be restricted because of the necessary haul required to place the concrete.

Because of the aforementioned reasons we give you our concurrence in your request for continuously reinforced concrete pavement on the Broadway-Ross Island Section of the Stadium Freeway.

cc: Region w/attachments

HASchell/sh

6331

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6331 Contractor Donald M. Drake Co.

Highway Stadium Freeway & Pacific Highway

Section S.W. Broadway - Ross Island Br.

Kind of Work Structures, grading, paving & signing

It is recommended that such extension be granted as requested under the following terms and conditions: 45 calendar days as per contractor's request. Change in type of pavement from standard to continuously reinforced will cause delays in ordering material and in orderly job progress. The agreement with the contractor (Price Agreement No. 28), making the pavement change allowed him these 45 days for the additional work.

Recommended for Approval:

Edward L. Hurdt
Assistant Division Engineer

Ivan D. Merchant
~~Construction Engineer~~ or Bridge Engineer

Jay Tinnerd
State Highway Engineer

Contract No. 6331
Project designation I-405-8(5)301 & I-5-6(48)301
State—Federal

Date awarded 8-29-63 ✓

Work started 10-2-63 ✓

Per cent completed 77% 6-12-65 ✓
Date

Specified completion date 7-31-65 ✓

Previously extended to 8-16-65 ✓

Extension requested to 9-30-65 ✓

Form E-320—3M—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Date June 7, 1965, 19.....

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We, the undersigned, respectfully request an extension of 45 days time, from Aug. 17, 19 65, to Sept. 30, 19 65, within which to complete our Contract No. 6331, described as follows:

S. W. Broadway to Ross Island Bridge Section
of the Stadium Freeway and Pacific Highway

The above request is based upon the following reasons:

Change in Specifications for Concrete Pavement. This extension of time was made a part of the price agreement.

Respectfully submitted,
DONALD M. DRAKE CO.
Contractor
By [signature]

CONSENT OF SURETY

Date June 8, 1965, 19.....

We, Jewett, Barton, Leavy and Kern, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

William B. Ellison
Attorney-in-fact
Jewett, Barton, Leavy & Kern
By W. B. Ellison
Resident Agent

(SEAL)

State Printing 78755.

Form E-209—6M

FOR FILING
I-405-8(5)301
626-1092

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement. Additional funds are not required.
Date AUG 12 1965 Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name S. W. Broadway-Ross Island Bridge Section
Highway Stadium Freeway & Pacific
County Multnomah
Contractor Donald M. Drake Company
Address 1600 N. W. Savier St., Portland, Oregon

Date August 12, 1965
Contract No. 6331
Prefix 626-1092
F. A. Project No. I-405-8(5)301 I-5-6(48)301
Order No. 18

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct reinforced concrete stairway and add standard Type "A" drain with 6" down spout. Remove existing sidewalk and miscellaneous concrete.

1. Maximum equipment rates allowable as per A.G.C.-State Agreement.
2. Percentage allowable to contractor is in accordance with executed agreement for job.

APPROVED

Location by station numbers:

Intersection of S.W. Caruthers Street and S.W. Harbor Drive. "L5" 12+50 N. E. corner of Harbor Drive Under-crossing.

8/12/65 OK HW

Estimate of quantities and cost:

Labor	$ 725.00
Materials	500.00
Equipment	100.00
+ 15%	198.75
	$ 1,523.75

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Construction of stairway and placement of Type "A" drain will be done in accordance with attached drawing. The removal of existing sidewalk and miscellaneous concrete and the relocation of the sidewalk shown on Drawing Nos. 18920 and 18925 will be part of this Extra Work Order. The additional 4" standard sidewalk is to be built under Item No. 43, "Concrete Walks and Surfacing." All work to be done under this Extra Work Order shall be in accordance with the Standard Specifications as amended by the Special Provisions for this contract and as directed by the Engineer.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5,188,331.81
Present estimate of project cost, including $ 1,523.75 for work under this order	$ 5,146,077.18
Expected under-run amount	$ 42,254.63
Expected under-run per cent	.8

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle, Resident Engineer
Approval Recommended: /s/ Alfred A. Rear, Asst. Bridge Engineer
Approval Recommended: /s/ Edward Hardt, Asst. Division Engineer
Approved /s/ L. H. Young, Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer

State Printing

Young 9-2-65

Form E-[illegible]

RECEIVED
AUG 19 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.

G-1-Date AUG 6, 1965 By E. H. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name S.W. Broadway-Ross Island Bridge Section Date July 30, 1965

Highway Stadium Freeway Contract No. 6331

County Multnomah Prefix 626-1092

Contractor Donald M. Drake Company F. A. Project No. I-405-8(5)301

Address 1600 N.W. Savier St., Portland, Oregon 97209 Order No. 17

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Removed 105 feet of Type "C" curb on the "FS" line to improve the alignment and other locations where required. Curbs to be replaced under bid item #42.

Maximum equipment rates allowable as per AGC*State agreement. Percentage allowable to contractor is in accordance with executed agreement for job.

Location by station numbers:

"FS" 476+95 to 478+00

Estimate of quantities and cost:

Labor	$120.00
Equipment	80.00
Materials	50.00
Contingencies	50.00
	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This curb needs to be removed and realigned to provide for a better traffic pattern in this area.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,188,331.81
Present estimate of project cost, including $300.00 for work under this order	$1,142,277.18
Expected under-run amount	$ 46,054.63
Expected under-run per cent	9%

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. F. Lytle
Resident Engineer

Approval Recommended: /s/ Ivan Merchant
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. J. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 8-19-65

FORM E-30X—5000—7-64 SP*6230-734

FOR FILING

J-405-8(5)301

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

July 30, 1965

To: Mr. F. B. Crandall
Traffic Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. L. E. George

SUBJECT: S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Contract: 6331

Before Dennis Peterson left on his vacation, he worked up a temporary signing plan and a temporary striping plan to handle traffic in the interim between opening of the project to traffic and the opening of the Marquam Bridge and extension of the Stadium Freeway to the 12th-13th ramps. The temporary signing plan was forwarded to you for approval on July 22, 1965, but I find no record of sending the temporary striping plan.

Mr. Tom Edwards was here on July 29th and questioned me about temporary signing and striping to handle this interim traffic and also asked for interim traffic estimates, particularly on the 4th Avenue exit ramp. It is my understanding that Mr. Edwards was giving some thought to widening the 4th Avenue exit ramp to two (2) lanes for this interim period.

I am sending you one (1) set of prints of the ultimate striping plan on which the temporary striping is shown in red. If this meets with your approval, please add the traffic figures and bring the information to Mr. Edwards' attention. We would also appreciate a copy of the approved plan.

A. E. Johnson
Metropolitan Engineer

ORIGINAL SIGNED BY A. V. BENEDICT

By: A. V. Benedict
Assistant State Highway Engineer

AVB:sh

cc Mr. Tom Edwards
Mr. R. F. Lytle
Mr. Dennis Peterson

NOTED
TOM EDWARDS

RECEIVED
AUG 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1965
FOR FILING
I-405-8(5)301
6311

July 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 16, covering removing a section of concrete island on S. W. Front Avenue, northbound and refinish surface under island on the S. W. Broadway-Ross Island Bridge Section of the Stadium Freeway and Pacific Highways in Multnomah County, Contract No. 6311 in connection with Federal-Aid Project No. I-405-8(5)301; I-5-6(48)301.

This work is necessary to improve traffic flow and reduce hazard.

Our Assistant Metropolitan Engineer's letter containing additional information is attached.

This work was tentatively recommended for approval by the BPR Area Engineer July 22, 1965. Your approval as of that date is requested.

3

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CWT:6d

RECEIVED
JUL 27 1965
FOR FILING

I-405-8(5)301

6321

July 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Your letter of July 9 approves sign and sign structure changes except the signing to Salem (Sign No. 29) on the Fifth Avenue on-ramp. You indicate disapproval with respect to this sign on the basis that it would present a weaving problem and incident hazard.

With respect to the weaving situation, we point out that there is an advance "Salem LEFT LANE" sign (Sign No. 16, Montgomery-Broadway Section, I-405) installed 1,000 feet in advance of the butterfly sign. This sign should give ample advance indication and sufficient distance in which to make the weave manouver.

It is believed that the subject sign is necessary for proper guidance of traffic and that there would be no critical weaving situation.

We request your reconsideration, looking to approval of the subject sign.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

FBC:njc jwa

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

I-405-8(5)301

6 F 1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 9, 1965

In reply refer to: 08-35.DA

By: ME Martin
M. E. Martin
Acting Division Engineer

SUBJECT: S. W. Broadway-Ross Island Bridge Section
Oregon Projects I-405-8(5)301 and I-5-6(48)301
Price Agreement No. 22

Returned herewith is Price Agreement No. 22 with attachments which provides for sign and sign structure changes on the subject project.

We hereby approve the change in Type "A" signs Nos. 5, 12, 13, 14, 15, 21, 22, 24, 28 and 30 and the revision of the butterfly sign structures. We still feel, as indicated in our April 2, 1965 memorandum, that the signing to Salem (sign 29) on the 5th Ave. on-ramp would present both a weaving problem and a hazard to the motorist because the traffic making this move would have to cross two lanes of heavy density traffic in a short weaving distance (approx. 600 feet) which is not considered sufficient for this maneuver.

Federal participation in the cost of sign 29 at the present indicated location is therefore necessarily denied.

Attachments

Copy to Traffic Engr. 7-13-65

7-20-65 Copy to Crandall - 7-20-65 - Please discuss Sign 29 with me Edwards

RECEIVED
JUL 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-20 REV 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 22, 1965

To: A. E. Johnson
Division Engineer
P O R T L A N D

SUBJECT: Signing Revisions
S.W. Broadway-Ross Island Bridge Section
Stadium Freeway (I405)
Contract No. 6331

Attached are ten sets of revised signing and structure plans on the above-named section.

The revisions shown on these plans were made necessary by the signing that was approved for the S.W. Montgomery-S.W. Broadway Section. These plans together with the plans sent to your office March 23, 1965 for the West Marquam Interchange Section and the Marquam Bridge Section complete the necessary revisions in this area.

It is our understanding that negotiations have already been started with the contractor to accomplish these revisions. The estimated cost is $2,500 for the S.W. Broadway-Ross Island Bridge Section. The revisions on all three contracts with the exception of the changes being made to Sign No. 29 on the S.W. Broadway to Ross Island Bridge contract have the approval of the Bureau of Public Roads as a participating item. At the present time we are waiting for approval for Sign No. 29.

I-5 Sellwood to Lewis

RESIDENT ENGINEER
RECEIVED
APR 26 1965

DPD:sar
Attachments

L. E. Jenny
by F. B. Crandall
Traffic Engineer

REFERRED TO
J. K. Wilson / 5 prints
D. L. Paterson / 1 print for your info.
Date: 4-23-65 By: HQ EDT
For: J.K.W.: For your use in P.A. negotiation with Contr.
Due Date:

METROPOLITAN ENGINEER
RECEIVED
APR 28 1965
Noted ☐ ME ☐ AME ☐ AME ☐ ☐ HQE

M—11-64

CONTRACT
Job No. 6331
Sheet 1 of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for BUTTERFLY SIGN BRIDGES REVISION

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....

Additional Material (incl. galv.)	$180.00
Welding - 8 hrs @ $10/hr.	80.00
Grinding - 4 hrs @ 10/hr	40.00
Plug holes - 4 hrs @ 10/hr	40.00
Drill holes - 2 hrs @ 10/hr	20.00
Refab base PL 4 hrs @ 10/hr	40.00
Dismantle & layout & refabricate 13 hrs @ 10/hr	130.00
Transportation (extra)	20.00
	$550.00
+15%	85.00
TOTAL	$635.00

Form SD-121
11-63
(Prev. ed.
A.O. 20-16

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 22, 1965

In reply refer to: 08-35.4-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-6(48)301 & I-405-8(5)301
S.W. Broadway-Ross Island Bridge
State Force Order No. 11
Control of Noxious Weeds

Reference is made to your letter dated July 2, 1965 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The type of work involved makes it quite difficult if not impossible for the contractor to estimate the cost, coordinate the work, and/or schedule his operations due to the nature of weed development which requires spraying at odd intervals of time and at intermittent locations.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form X-183—SW

STATE COPY

APPROVED
Contingent upon modification of project [illegible] additional funds
Date JUN 2 - 1965
Eng. Coordinator
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 11

Project Name S.W. Broadway-Ross Island Br. Section Date June 23, 1965

Highway Stadium Freeway & Pacific Contract No. 6331 F. A. Project No. 1-405-8(3)301
1-5-6(48)301

County Multnomah Prefix 626-1092 Account No. 239

Description of Work To Be Done:

Control Noxious Weeds

Location by Station Numbers:

Entire Project

Estimate of Quantities and Costs:

Labor	434.00
Equipment	112.00
Material	343.00
TOTAL	889.00

Explanation:

Noxious weeds have to be controlled on project and it is necessary to have someone on call to spray at the most opportune time.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $ 889.00 for work under this order	$5,128,530.81
Expected under-run ~~over-run~~ (amount)	$ 59,801.00
Expected under-run ~~over-run~~ (per cent)	1.1%

Space to right of this line is for use of Salem Office

Submitted by: Clt Lytle Resident Engineer

Approval Recommended: [signature] Assistant Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

O.K. [signature]

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUL 12 1965
FOR FILING
I-4(5 8(5)301
6331

July 9, 1965

3713

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35.4-DA
S. W. Broadway-Ross Island
Bridge Section
Oregon Project I-405-8(5)301
Extra Work Order No. 4
Supplemental
25-watt Amber Lights

Dear Sir:

Please refer to your June 24 reply to our request for reconsideration of participation in the cost of Extra Work Order No. 4. Your attention is directed to additional reasons for denying participation.

Your first reason makes a reference to page 46 of the special provisions and you point out that this section is completely different and separate from other barricades shown on the plan. I agree that this statement is true and the portion of the specifications referred to describes the barricade to be installed new. I wish also to emphasize that this is the only place in our specifications where our contractor is required to furnish lights on barricades.

Your second reason states that "...All barricades (temporary) except those shown on the plan to be lighted are to be salvaged by the contractor when no longer required..." is ambiguous, inappropriate, and incorrect. The statement implies that barricades without lights are temporary and are to be removed by the contractor. This is not correct. The statement also implies that some temporary barricades (separate from permanent barricades)

are required by the plans and specifications to be lighted. This also is incorrect.

There is no relationship between the need for lights and the categorization of barricades as temporary or permanent. It is our contention that the plans and specifications for this contract do not require lights, except where specifically designated, and the addition of the lights under discussion constituted extra work and the contractor is entitled to extra compensation.

I trust that you will see fit to reverse your position on participation in the cost of Extra Work Order No. 4 with its supplement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

AAR:mm jwa

FORM E-30 50M 3-61 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 8, 1965

To: Mr. Victor Wolfe
Administrative Assistant
O F F I C E

SUBJECT: S. W. Broadway-Ross Island
Bridge Section
Oregon Project I-405-8(5)301
Extra Work Order #4 Supplemental
25-Watt Amber Lights

Herewith rough draft of a reply to the Bureau of Public Roads relative to participation in approximately $3,000 worth of lighting on barricades in the S. W. Broadway-Ross Island Bridge Section in Portland.

As you can see there is a difference of opinion between the Bureau and the State on whether lighting is required by the contract at the expense of the contractor or whether the requirement of the lights constitutes extra work.

Our specifications are extremely difficult to analyze, and I believe the Bureau is trying to drive this point home. They have made up their mind to require us on future jobs to clarify our requirements for lighting barricades and have taken this opportunity to make us see the light.

I would be pleased to discuss this matter with you further before the enclosed letter is prepared for transmission to the Bureau.

A. A. Rear
Assistant Bridge Engineer

AAR:mm
Attachment

NOTED
TOM EDWARDS

RECEIVED
JUL 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 24, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: S.W. Broadway-Ross Island Section
Oregon Project I-405-8(5)301
Extra Work Order #4 - Supplemental
25 Watt Amber Warning Lights

Please refer to your letter dated June 14, 1965, signed by Mr. Tom Edwards, and our memorandum dated July 1, 1964 as regards the subject Extra Work Order No. 4 - Supplemental.

We still do not agree with your interpretation of payment to the contractor for providing and maintaining 25 Watt amber warning lights mounted on Type II barricades (which are temporary in nature) for which you request Federal participation. Our reasons, in addition to those expressed in our letter of July 1, 1964, are as follows:

1. Your Special Provisions indicate on page 46 that the barricades shown on the plans (permanent barricades) to be lighted, which are to be operated and maintained by the contractor at his own expense until the contract is completed and accepted and after which the State is to assume the responsibility of operating and maintaining, are completely different and seperate from all other barricades shown on the plans.

2. All barricades (temporary) except those shown on the plans to be lighted are to be salvaged by the contractor when no langer required and appropriate notes to this effect are shown on the plans.

It is our contention that your Special Provisions make it clear to all concerned that it is the contractor's responsibility to furnish all warning, protective, and directional devices required or necessary on detours at his own expense except signs which are to be installed on an extra work basis. In addition, the Type II barricades indicated on the plans to be lighted and as covered on page 46 of your Special Provisions under the heading Guard Rail and Barricades are a distinctly different type of installation and are so indicated on the plans and in the Special Provisions.

For the above reasons Federal participation in the cost of the subject warning lights must again be denied.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FILING
I-405-8(5)301
6321

June 25, 1965

map # S-287

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Based on experience obtained in signing the urban freeway system in Portland, we believe that it is desirable to eliminate, where possible, on all future and existing contracts separate sign structures at those locations where the necessary signing could be installed on roadway structures and still operate properly.

We wish to eliminate from the Broadway-Rose Island section contract five sign structures and from the West Marquam Interchange contract one sign structure. We propose to mount, by bracket attachment on the roadway structures at appropriate locations, the guide signs that were originally proposed to be mounted on separate sign structures. In all instances, the signing will operate properly and we will have reduced to an absolute minimum distracting and unnecessary structures. We would also propose to mount on roadway structures, where appropriate, certain traffic control signs. These control signs would function properly when mounted overhead and again it would reduce to a minimum, particularly in landscape areas, any unnecessary supporting structures.

The signs and their locations, as they existed on the original contracts, and the proposed new locations on roadway structures are shown on the attached plan.

The purpose of this letter is to ask your approval, in principle, of this scheme. We will submit to you, at a later date, a detailed list of the structures and the necessary monetary accounting.

With respect to the steel structures, we would ask that you approve our proposal to stockpile these sign structures and use them on future Federal-aid contracts at locations where their function would be appropriate. We further request that Federal-aid participation be granted in the cost that will be required to fabricate the supporting frames on the roadway structures.

At such time as the information is available, a detailed listing of material and costs and credits will be transmitted to you for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
F. B. Crandall
Ivan Merchant
A. E. Johnson

LEG:aa jwa

Form E-200 (Rev.)

RECEIVED
AUG 5 - 1965
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 22 1965 By _____
Title Asst. Engineer
U.S. Bureau of Public Roads

I-405-8(5)301

Project Name S. W. Broadway-Ross Island Bridge — Date June 15, 1965

Highway 6227 Stadium Freeway & Pacific — Contract No. 6331

County Multnomah — Prefix 626-1092 I-405-8(5)301

Contractor Donald M. Drake Co. — F. A. Project No. I-5-6(48)301

Address 1600 N. W. Savier St., Portland, Oregon — Order No. 16

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove section of island on S. W. Front Ave., Northbound and replace and refinish surfacing under island.

1. Maximum equipment rates allowable as per A.G.C. Agreement.
2. Percentage allowable to contractor is in accordance with executed agreement for job.

Location by station numbers:

L5

Estimate of quantities and cost:

Labor	$3,000.00	
Mat'l	500.00	
Equipment	500.00	
	$4,000.00	
Contingencies	400.00	
15% Profit	660.00	
	$5,060.00	TOTAL $5,060.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This island has to be removed to enable the traffic flow past this area onto S. W. Front Ave. to be improved. Since there are numerous unknown items to be contended with in the removal of this island and the replacement of the surfacing under the island an Extra Work Order is the most equitable means to have the work done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 5,188,331.81	
Present estimate of project cost, including $ 5,060.00 for work under this order	$ 5,056,378.45	
Expected under-run ~~over-run~~ amount	$ 131,953.36	
Expected under-run ~~over-run~~ per cent	2.5	

Submitted by: /s/ R. F. Lytle
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~Construction Engineer or~~ Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
~~Assistant State Highway Engineer,~~ Deputy State Highway Engineer, Office Engineer.

State Printing young 8-4-65

RECEIVED
JUN 16 1965
FOR FILING
I-405 1(5)
6331

June 14, 1965

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

S. W. Broadway-Ross Island Bridge Section
Contract No. 6331
FAP Nos. I-405-3(5)301 and I-5-4(48)301

Please refer to your memo dated July 1, 1964, subject S. W. Broadway-Ross Island Bridge Section, Oregon Project I-405-3(5)301 Extra Work Order No. 4, 15-watt amber warning lights.

We wish to re-evaluate the request for Federal participation in this Order in view of the following analysis of the specifications which admittedly are confusing:

The order of precedence of the specifications is given in Article 1.3.3 of the standard specifications which in effect indicate that the special provisions take precedence over the plans which take precedence over Technical Bulletin No. 24 which amplify and take precedence over the green insert entitled "Supplemental General Provisions", which take precedence over the standard specifications.

With this in mind, the specifications will be examined in the reverse order which will make the last statement analyzed take precedence over any former statement which may be in conflict.

General Specifications Article 1.4.7 "Provisions for Traffic . . . This work will include the furnishing of whatever . . . materials, . . . may be necessary to provide and maintain suitable roadways over which to handle the traffic, and the furnishing of such labor, materials, tools, and equipment, including . . . lights, barricades, warning signs, et cetera, as may be necessary to satisfactorily control, guide, protect and safeguard traffic."

Article 1.7.9 "Barricades, Warning Signs, and Flagman.

The contractor shall at his expense . . ., erect, and maintain at all times during the progress, . . . of the work suitable barricades, . . . and shall provide, . . ., and maintain such danger lights, . . . as may be necessary . . . to insure the safety of the public . . .".

The green insert Supplemental Standard Provisions on Page 2 provides "Contrary to the provisions set forth in Division 1 of the Standard Specifications, including . . . Articles 1.4.7, . . ., 1.7.9 . . ., the costs involved in these protective and directional measures are not to be borne solely by the contractor but are to be compensated for as set forth in the numbered paragraphs which follow:

"1. All protective and directional measures which are identified in the special provisions and schedule of bid items to be provided on a contract bid basis to be paid for at a unit or lump sum bid price shall be paid for on that basis.

"2. The providing, furnishing, constructing, installing, maintaining and removing of 'guide signs', as such signs are hereinafter specifically defined, is to be performed and will be paid for as extra work . . .

"The 'guide signs' herein referred to are specifically limited to, but inclusive of, those markers, signs and barricades which are described and set forth in Part 1D-Guide Signs of the Oregon Manual on Uniform Traffic Control Devices for Streets and Highways, the Department's current Technical Bulletin No. 24."

Technical Bulletin 24 describes portable barricades. These are the sawhorse-board barricades with a requirement that they be marked by lanterns or torches at night.

Plan Sheet 2A supersedes Bulletin 24 and makes no mention of lights. Standard Drawing No. 2094 "Details Type II Barricades" and makes no mention of lights. Sheets 3A, 3B, 4A, 4B, 4BA, 4BS, 5A, and 6A specify barricades of various types as follows:

1. Portable barricades with no mention of lights.

2. Type II barricades with 15-watt lights at 25-foot intervals.

3. Type II barricades with no mention of lights.

4. Type II barricades and materials salvaged from elsewhere on the project. These may be with or without lights as the supply may dictate.

Page 11 of the special provisions requires that the contractor shall reroute traffic through the project by the construction at detours and other means as indicated on the plans except that Harbor Drive trestle is covered separately.

The following statements are found on Page 12 of the special provisions:

"In addition to the various requirements of Division I of the standard specifications, the contractor shall construct suitable detours as indicated by the plans. All detours including . . . barricades, et cetera shall be maintained in condition acceptable to the engineer throughout the life of the detours at the contractor's expense. Contrary to the provisions set forth in the insert titled 'Supplemental General Provisions' under the heading of 'Signs, Barricades, Lights and State Participation in Cost' all signs required in connection with the detours shown on the plans will be installed on an Extra Work basis. All other warning, protective, and directional devices shall be installed at the contractor's expense."

On Page 13 of the special provisions is the statement "Payment for the Above Items". "That shall be understood to include all . . . all barricades . . . maintenance, detours . . . and all other . . . materials required for detours for providing for traffic, except that signs will be paid for as Extra Work."

On Page 40 of the special provisions under "Portable Barricades" . . ."the contractor shall furnish and install portable barricades in separate units at locations shown on the plans . . ."

On Page 41 of the special provisions the details of portable barricades are described. The description does not include lights. The barricades are to be constructed in accordance with Sheet 2K of the plans rather than the portable barricade described in Technical Bulletin 24.

On Page 43 of the special provisions in the paragraph headed 'Work to be Done' under "Metal Guard Rail and Barricades," . . . the contractor shall construct". . . Type II barricades at the approximate locations indicated on the plans . . ." Also, on Page 43 of the special provisions in the paragraph headed "Design" ". . . Type II barricade shall conform to the . . . design shown on accompanying Drawing No. 2094." The section on specifications does not require lights nor does Standard No. 2094.

On Pages 45 and 46 of the special provisions under the heading "Type II Barricade". . . Type II barricades to be installed shall consist of standard guard rail members and fittings, treated wood guard rail posts, structural steel upright support . . . all as called for by the typical design plan."

"The Type II barricade which is indicated on the plans to be lighted shall be lighted in accordance with the National Electric Code . . ."

It is our contention that unless the plans call for lighting that the contractor is under no obligation to furnish lights. It was deemed advisable, after the construction had started, to light said barricades and by so doing a change in plans had been made, and the contractor is entitled to compensation.

The original Order for Extra Work is being resubmitted for your consideration along with a supplement to reflect a realistic cost of the work involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison

AAR:mm bg

FORM E-90 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 10, 1965

SUBJECT: S.W. Broadway - Ross Island Bridge Section
Contract No. 6331
Extra Work Order No. 4

To: Mr. Tom Edwards
Ass't. State Highway Engineer

B U I L D I N G

Transmitted herewith is a supplement to Order for Extra Work No. 4 on the S.W. Broadway - Ross Island Bridge project, and a rough draft of a letter of rebuttal to the Bureau of Public Roads regarding their participation in the cost of lighting barricades. Copies of correspondence supporting the Extra Work Order are also enclosed.

Background on this subject started with several discussions with the contractor, when a premature decision made by our field personnel assumed that compensation for the lights was included in the pay item "Provide for Traffic."

Subsequently, the plans and specifications were reviewed and a decision was made to allow the contractor compensation for his lighting costs.

Mr. Schell and Mr. Brooks of the Bureau of Public Roads agreed that the lighting was necessary but questioned the obligation of the State to participate in the cost. They reserved judgment as to Federal participation until our position could be justified.

A copy of Mr. Hardt's letter (attached) was forwarded but the Bureau of Public Roads balked.

The cost of the work has since been evaluated and a supplemental Order For Extra Work has been submitted to present a more realistic figure of the cost of the barricade lighting.

It is requested that the enclosures be returned when they have served their purpose.

A.A. Rear
Ass't. Bridge Engineer

AAR:ja
Attachments

RECEIVED
JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-10 904 3-58 SP*6470-764

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 3, 1965

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: A. A. Rear

SUBJECT: S.W. Broadway-Ross Island Br.
Stadium Freeway
Pacific Highway
Contract: 6331

Enclosed you will find one (1) print each of sheets 3D, 4D, 5B and 7A of the subject project.

On these sheets are marked the lengths of illuminated barricade which was installed for traffic protection. The total length of illuminated barricade amounts to 1,900 feet. This information is being sent at your request in support of Extra Work Order No. 4.

A. E. Johnson
Metropolitan Engineer

By: Edward L. Hardt
Assistant Metropolitan Engineer

ELH:ds

Enclosure

cc: R. F. Lytle

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 1, 1964

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: S. W. Broadway-Ross Island Section
Oregon Project I-405-8(5)301
Extra Work Order #4
25 Watt Amber Warning Lights

We do not agree with your interpretation of payment to the contractor for the above work. Our reasons are outlined in sequence below.

1. Your standard specifications, Article 1.4.7, states that lights are an item to be furnished.

2. Your special provisions on pages 12 and 13 state that signs under Signs, Barricades and Lights, will be paid for as extra work.

3. Your Special Provisions on pages 11, 12 and 13 outline the detour work which must be approved by the engineer and state that "All other warning protective and directional devices on detours shall be installed at the contractor's expense".

Reference is made to your green insert "Supplemental General Specifications" which in turn refer to your manual on Uniform Traffic Control Devices TB #24, which calls torches and/or lanterns and barricades guide signs costs to be paid for as extra work. However, under Portable Barricade, in your Special Provisions, reference is made to sheet 2M of the plans for the barricade and it is difficult to see how a contractor would ever refer to TB #24.

At best this specification is not completely clear to your field people or contractors and it is felt that it should be revised to the extent that on future jobs payment for lights and barricades will be indisputably clear.

We feel that on future projects reflectors, in lieu of lights, might be utilized at short intervals to accomplish the same purpose.

BRIDGE DIVISION
AM JUL 3 - 1964 PM
7 8 9 10 11 12 1 2 3 4 5 6



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 6-30 50M 8-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 4, 1964

SUBJECT: S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Contract: 6331

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

Attached you will find five (5) copies of Extra Work Order #4 in the amount of $1,000, and one (1) copy of Status of Project Report.

This order covers the cost of installation and maintenance of 25 watt amber warning lights mounted on Type 2 Barricade on the various detours built as part of the present Stadium Freeway Project.

This work has been done at the expense of the contractor since a cursory examination of the specifications led us to believe that the expense was covered under "Provide for Traffic" bid item number 4 described on pages 11, 12 and 13 of the Special Provisions.

Subsequently, at the contractor's request, we have reviewed the situation and now believe that the work is extra to the contract for the following reasons:

1. This work is not shown on the plans or mentioned specifically in the Special Provisions. On Page 13 there is mentioned that payment for detours shall include, among other things, "all other labor, equipment and materials required for detours and providing for traffic", but I fail to see how we could expect a contractor to anticipate that amber warning lights would be required on some of the barricade. There are locations on the plans, namely Sheets 3A and 4A where we require amber lights on barricades, but we specifically point this out with the notation, "Construct Type 2 Barricade with 15 watt amber lights at 50 ft centers", and describe the work on Page 46 of the Special Provisions. There is no similar notation on the sheets showing detour barricades.

2. On Page 3 of the Supplemental General Provisions for this project, among other things, in essence it is stated that all guide signs to guide and direct traffic routed on temporary detours at the direction of the engineer will be paid for as extra work. The term "guide sign" is further qualified in this provision by the following description: "The

'guide signs' herein referred to are specifically limited to, but inclusive of those markers, signs and barricades which are described and set forth in Part 1D-Guide Signs of the Oregon Manual on Uniform Traffic Control Devices. . . ." On page 258 of said manual under Part 1D there is described a portable barricade for which we have substituted Type 2 barricade. In this description is a requirement on longitudinal barricades of torches and/or lanterns placed not to exceed 25 foot spacing. It is my opinion that this would place the amber warning lights in question in the category of markers or barricades under the intent of this specification and, therefore, subject to payment as Extra Work.

This Order has the approval of the Metropolitan Engineer and your approval is recommended.

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:sb

Enclosures

cc Mr. Jay B. Boyd

BRIDGE DIVISION
AM JUN 3 - 1964 PM
7:8,9,10,11,12,1,2,3,4,5,6

Form B-209—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. W. Broadway - Ross Island Bridge — Date May 29, 1944

Highway Stadium Freeway - Pacific — Contract No. 6331

County Multnomah — Prefix 626-1092 I-405-8(5) 301

Contractor Donald M. Drake Co. — F. A. Project No. I-5-6(48) 301

Address 1600 N. W. Savier St. Portland 9, Oregon — Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide and maintain 25 w. amber warning lights mounted on Type 2 Barricades as required for traffic protection through detours.

Equipment rental rates shall be in accordance with State AGc Agreement and percentages allowable to contractor in accordance with special provisions of this contract.

Location by station numbers:

On detours as required.

Estimate of quantities and cost:

Labor	$680
Material	160
Equipment	100
+15%	60
	1,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work required to safeguard traffic through detours as recommended by Metropolitan Traffic Engineer. Barricade lights are not specifically called for by plans and specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5,188,331.
Present estimate of project cost, including $ 1000 for work under this order	$ 5,015,324.
Expected under-run / ~~over-run~~ amount	$ 173,007.
Expected under-run / ~~over-run~~ per cent	3.33%

Space to right of this line is for use of Salem Office

Submitted by: L. X. Welsh
Resident Engineer

Approval Recommended: [illegible]
Division Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

Approved: P. M. Kyle
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

RECEIVED
JUN 10 1965
FOR FILING
405-8(5)301
6331

June 8, 1965

3584

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.4-DB

Dear Sir:

Reply is made to your letter of May 28 concerning a State Force Order for additional work necessary in adjustment of Portland Water Bureau facilities on S. W. Grant between Sixth Avenue and Broadway Avenue on Oregon Project I-405-8(5)301, Contract No. 6331.

Your letters of May 10, 1965 and May 18, 1965 approved this agreement and authorized us to proceed with the work as of May 10, 1965; therefore, there is no need for a Utility Work Order.

Our State Force Order dated May 7, 1965 covering this work is a necessary part of our departmental accounting procedure and was inadvertently sent to your office. Necessary steps have been taken to correct the routing of Utility State Force Orders.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe)
I. D. Merchant)
L. H. Young) with copy of BPR letter
C. H. Maison)
D. E. Swan)
F. D. Morgan
T. W. Litchfield

PGP:bjm jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Ivan Merchant, Bridge Engineer

DATE: May 28, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

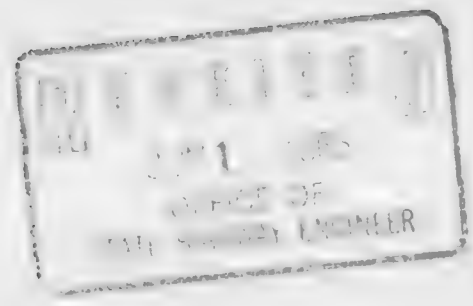
By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(5)301
S.W. Broadway - Ross Island Section
Additional Work, Portland Water Bureau

We are returning herewith your Order for State Force Work dated May 7, 1965, covering certain additional work necessary in adjustment of Portland Water Bureau facilities on S.W. Grant between Sixth Avenue and Broadway Avenue on the subject project.

Since the adjustment of these facilities was authorized at the P.S. & E. stage it would be more appropriate, in this case, to request authorization to perform this additional work on your new Utilities Work Order form instead of an Order for State Force Work.

Attachment





BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1965
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 20, 1965

08-35.2-04

Original signed by
T. Dec
Engr. Coordinator

T. Dec, Assistant Division Engineer
Salem, Oregon

S.W. Broadway - Ross Island Bridge
Oregon Project I-405-8(5)301
Continuously reinforced concrete pavement request

We have reviewed your request for continuously reinforced concrete pavement on the above section, as indicated in your letter of May 19, 1965, signed by Mr. Lloyd P. Shaw.

We find that your request appears reasonable in view of the adjacent section of continuously reinforced concrete. Your revised design to utilize the existing mats and add reinforcement to give the required .6 percent reinforcing steel recommended for this type of design is commendable. We feel that what you have submitted is acceptable; however, we find the anchorage terminals on the Montgomery-Broadway Section (I-405-8(9)301) are placed around station 477. We feel that it might be desirable to move these terminal anchors to the end of the newly proposed continuously reinforced concrete section in and around station 500 and ask you to consider this in the design of this section.

The costs, as indicated in your memorandum, appear acceptable. The $8.26, as compared with the bid price of $5.30 for plain reinforced concrete construction, appears to indicate a reasonable increase in the amount of work and expense required for this revision. The contractor definitely will have to revise his construction procedures. This revision, along with the ordering of reinforcing steel, will require additional time and expense to complete the project. The contractor's request for a 45-calendar-day extension appears reasonable in view of the fact that he will not be able to utilize the inside of his forms because of the advancement placement of reinforcing steel. Also, his work on the shoulders and median areas will be restricted because of the necessary haul required to place the concrete.

Because of the aforementioned reasons we give you our concurrence in your request for continuously reinforced concrete pavement on the Broadway-Ross Island Section of the Stadium Freeway.

RECEIVED
MAY 20 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

FLOYD QUERY, SECRETARY
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 19, 1965

Donald M. Drake Company
1600 Northwest Savier
Portland, Oregon

Re: Contract No. 6331
Claimants: Mr. and Mrs. Mazzocco

Gentlemen:

Please find enclosed a copy of letter from Randall S. Jones, attorney at law, representing the above-mentioned claimants.

They are making a claim against the State and the contractor on account of damage and injury to their motel, allegedly caused by driving piles into the ground a short distance from the motel.

A portion of 1.7.16 of the Standard Specifications for all highway construction is hereby quoted for your information:

> "The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or his employees in the performance of the work to be done under the contract.
>
> "The contractor shall indemnify and save harmless the State of Oregon, the State Highway Commission, the members thereof and its officers. * * *
>
> " * * * but all such loss or damage shall be borne by the contractor and all work under the contract shall be solely at his risk until it has been finally accepted."

Under the provisions as outlined above, and other applicable provisions as outlined in the contract, we will look to you to handle this matter.

Very truly yours,

CAA:al

G. E. ROHDE
Chief Counsel

cc: Floyd A. Query
Ray Wilkerson

By
C. A. ALLISON
Staff Attorney

RECEIVED
FLOYD QUERY

RECEIVED
MAY 19 1965
FOR FILING

May 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Attached is a report from the Metropolitan Division showing construction details and costs of converting the main-line paving on the S. W. Broadway-Ross Island Bridge project from standard mesh-reinforced concrete pavement to continuously reinforced.

The desirable features of this continuously reinforced pavement have been discussed previously. This change would be in line with the decision to use this type pavement in other sections of the Stadium Freeway.

The added cost is $2.76 per square yard, bringing the total per square yard cost to $8.26 which compares favorably to the $8.59 received on the S. W. Montgomery-S. W. Broadway project.

The contractor, as part of the agreement, has asked for a 45-calendar day extension in time. We believe this is reasonable.

This matter of continuously reinforced pavement was discussed by Mr. Schell and Mr. A. E. Johnson, Metropolitan Engineer, and it was indicated that the Bureau of Public Roads would look with favor on such a change.

We ask your concurrence in this change of pavement type for this project. An early reply is needed to expedite the ordering of required reinforcing steel.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
F. D. Morgan
L. H. Young
C. H. Maison

Attachment
GLD:bjm: ajw

FORM S.00 3000 7-64 SP*5220-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 19, 1965

SUBJECT: S.W. Broadway-Ross Island Bridge Sec.
Stadium Freeway
Contract: 6331

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Attached you will find one (1) copy of a letter dated May 17, 1965 from Donald M. Drake Co., contractor on the subject project, and one (1) print of special pavement reinforcing details dated April 30, 1965

This letter is the answer to our request to the contractor for a price for changing the type of pavement on the West Marquam to S. W. Broadway section of this project from standard reinforced (Mesh) to continuously reinforced (5/8" reinforcing steel).

Quotation No. 1, "$8.26 per sq. yd." for pavement is predicated on a combination of mesh and bar reinforcement, as per attached detail sheet. The mesh which is to be used in the plan installation of plain reinforced pavement has been ordered and is on the job site. This mesh would be augmented by high-yield strength reinforcing bars so that the same total area of longitudinal steel as in the continuous design would be achieved.

Quotation No. 2, "$8.10 per sq. yd.", for pavement, is a contingency item to be used in the event that the above mentioned supply of mesh is not sufficient for the entire pavement.

Quotations 3 and 4 are for construction of terminal anchors.

Based on an estimate of 21,470 sq. yds. of pavement, 384 Lin. Ft. of terminal anchors, and 8000 lbs. of special reinforcing involved, the additional cost of this change compared to the plan installation of standard reinforcing would compute as follows:

($8.26 - $5.50)(21,470)	=	$59,260
($9.95)(384)	=	3,820
($0.12)(8000)	=	960
		$64,040

It should be noted that the quotation for items 1 and 2, $8.26 per sq. yd. and $8.10 per sq. yd. are actually less than the bid received for continuously reinforced pavement on the Montgomery-Broadway Section of the Stadium Freeway which was $8.59 per sq. yd. This low bid was submitted by the same contractor we are dealing with on the subject project.

Quotation 5 is a request for a time extension of 45 calendar days. The contractor feels that it would be virtually impossible to determine at the conclusion of the work what amount of delay and, therefore, additional time due him was directly and indirectly assignable to this change so in order to protect himself, he has included this request for added working time in the total package offer. Obviously, a request of this sort, at this time, cannot wholly be justified since there are so many unknowns as to delivery of material, additional labor required, changed method of operation, and the like, but it is apparent that some extra time is necessary.

In view of the fact that the quotations contained in the contractor's offer are in line with the bids received for the adjacent, similar work, and by making this change a superior type of pavement will be produced, it is recommended that this offer be accepted.

A. E. Johnson
Metropolitan Engineer

By: Edward L. Hardt
Assistant Metropolitan Engineer

ELH:ds

Enclosure

cc: Ivan D. Merchant
J. X. Wilson

DONALD M. DRAKE COMPANY
GENERAL CONTRACTORS

1800 N.W. SAVIER ST. PHONE CAPITOL 8-0101
PORTLAND 9, OREGON

May 17, 1965

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. J. X. Wilson

Subject: S. W. Broadway - Ross Island Bridge
Stadium Freeway and Pacific Highway

Gentlemen;

In reply to your letter of May 5, 1965, with regard to certain items of concrete paving, we quote as follows;

1. For continuously reinforced PCC pavement using 6 X 12 - 1/4 wire mesh in conjunction with reinforcement as shown on your detail dated 4-30-65, with the exception that the 5" spacing indicated for the transverse bars is considered to read 5'0" spacing - $ 8.26 per sq. yd.

2. For continuously reinforced PCC pavement according to Sheet 2J of S. W. Montgomery - S. W. Broadway Section - $ 8.10 per sq. yd.

3. For terminal anchors - $ 9.95 per lin. ft.

4. For special reinforcing - $ 0.12 per lb.

5. A time extension of 45 days is requested over and above any other time extensions requested or granted for other causes and will necessarily become a part of our agreement if our proposal is accepted.

Only a small amount of the reinforcing required is available at this time and in order to receive the balance of reinforcing in time to complete the work within the above commitment it is necessary that we are able to place the order not later than May 20, 1965.

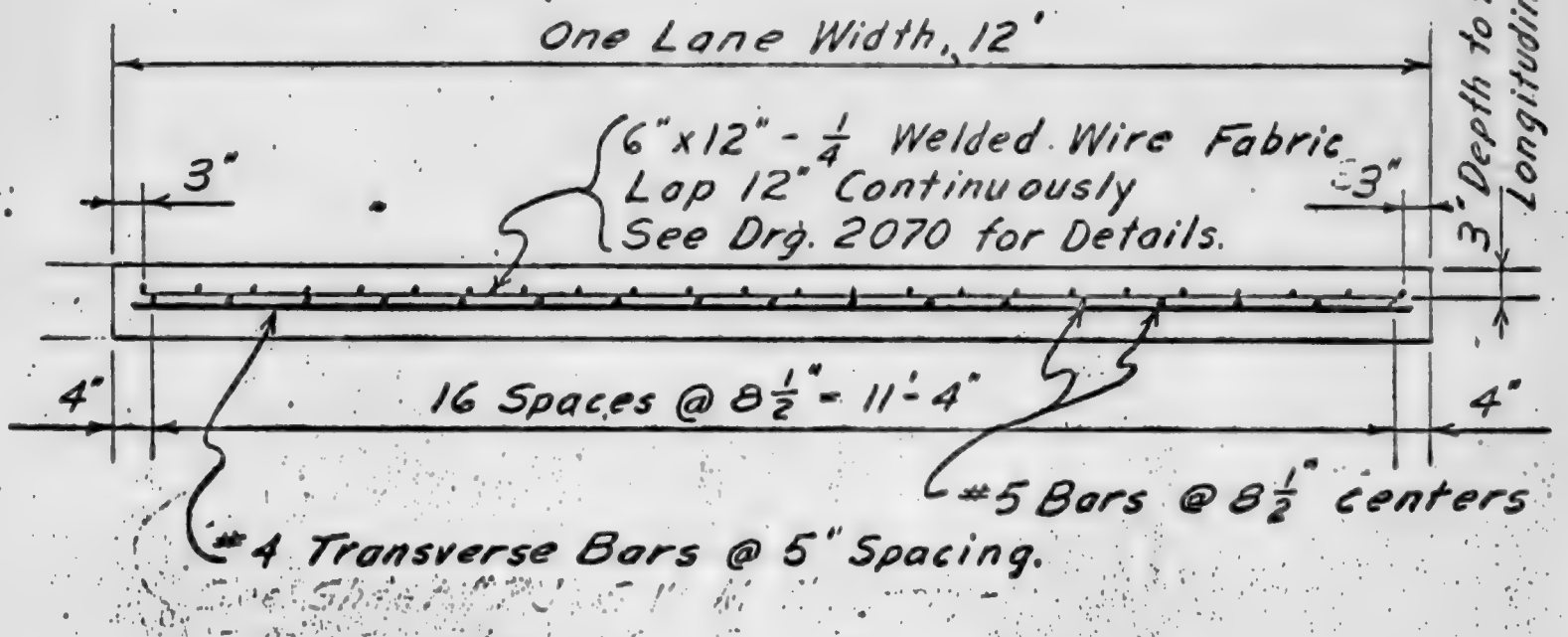
Your early consideration will be appreciated.

Very truly yours,

DONALD M. DRAKE CO.

R. E. Grant
Area Superintendent

jlr;
cc: 6



TRANSVERSE SECTION

Scale 1/2" - 1'-0"

General Note:
See Sheet #2J, S.W. Montgomery - S.W. Broadway, for Spacing, Lap and Joint Details.

OREGON STATE HIGHWAY DEPARTMENT ~~BRIDGE DIVISION~~	APPROVED:
CONCRETE PAVEMENT REINFORCEMENT DETAIL S.W. BROADWAY - ROSS ISLAND BRIDGE SECTION STADIUM FREEWAY. HIGHWAY MULTNOMAN COUNTY	~~BRIDGE ENGINEER~~ BRIDGE NO. DATE 4-30-65 DRAWING NO. DRAWN HOW

RECEIVED
MAY 24 1965
FOR FILING

Form CD-121 (11-63)
(Formerly A.O. 208-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1965

In reply refer to: 08-35.4-EC

331

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Projects I-405-8(5)301 & I-5-6(48)301
S.W. Broadway-Ross Island Bridge Section
City of Portland Water Bureau, Utility Adjustments

Our May 10 memorandum authorized you to proceed with the work for the subject utility on these projects; however, withholding approval of the agreement.

Mt. Litchfield's May 13 letter to the utility appears to satisfactorily complete the agreement and we hereby approve the agreement.

NOTED
F B KLABOE

RECEIVED

NOTED
F B KLABOE



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 18 1965
FOR FILING
I 405-8 (5)301
6-21

May 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.4-DA

Dear Sir:

On April 28 you returned Price Agreement No. 19, Painting Sign Posts, Oregon Projects I-405-8(5)301 and I-5-6(48)301, in the amount of $136, with the statement "Federal Aid participation on the above work is denied because prior approval was not obtained."

Our people say this is not so; that the posts have not yet been painted. If you have information on which you based this statement which is adverse to the information I have, will you kindly supply it.

Price Agreement No. 19 is returned for your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Ivan Merchant

TE:jwa

RECEIVED
MAY 18 1965
FOR FILING

May 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.4-DA

Dear Sir:

On April 28 you returned Price Agreement No. 19, Painting Sign Posts, Oregon Projects I-405-8(5)301 and I-5-6(48)301, in the amount of $136, with the statement "Federal Aid participation on the above work is denied because prior approval was not obtained."

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Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Ivan Merchant

TE:jwa

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. I. D. Merchant

DATE: April 28, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: PA #19, Painting Sign Posts
Oregon Projects I-405-8(5)301 and I-5-6(48)301

Federal Aid participation on the above work is denied because prior approval was not obtained. Not so — This work has not been done as of 5/12/65

Attachments

Ivan
Discuss
E

5-12-65
The work on the attached PA has not been started and will not be done until instructions are issued.
G.

RECEIVED
APR 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 12-63

RECEIVED
MAY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 13, 1965

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

ATTENTION: Mr. H. K. Anderson

Re: Additional Conflicts
Portland Water Bureau
S.W. Broadway-Ross Island Br. Section
Pacific Highway and Stadium Freeway
Multnomah County
Project No. I-5-6(48)301 & I-405-8(5)301
Contract No. 6331

Gentlemen:

This will confirm Mr. Hesla's verbal request to you for an estimate of cost and sketch for the lowering of a 10-inch and 6-inch water main in S. W. Grant Street which conflicts with a grade change on S. W. Grant.

Your estimate and sketch map for this adjustment, as submitted with your letter of April 28, 1965, have been approved by the State and the Bureau of Public Roads.

Reimbursement for work performed subsequent to May 10, 1965 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer'

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Yonng
C. H. Maison
A. E. Johnson
J. X. Wilson
B. P. Huntley
Jack Hesla

RECEIVED
MAY 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X SOM 12-63

RECEIVED
MAY 17 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. TRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6331

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

6331

Reference is made to your letter of March 16, 1965, Oregon Projects I-405-8(5)301 and I-5-6(48)301 wherein you inquire concerning the installation of a compartmentalized Neoprene joint sealer on Harbor Drive structure.

Attached is a report made by Mr. E. L. Hardt, Assistant Metropolitan Engineer on this request. I believe Mr. Hardt's report will satisfy your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

FDM;bjm
Attachment

cc: F. B. Klaboe (w/attach.)
A. E. Johnson

RECEIVED
MAY 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 4, 1965

CONSTRUCTION DIVISION

SUBJECT: Neoprene Joint Sealers

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. John H. Walker

Your letter of March 23, 1965 requested a report on neoprene joint seals installed in the Portland area recently. Since the first of the year, this type of seal has been installed on two (2) projects, the Grand Avenue Overcrossing, and the Stadium Freeway Undercrossing of S. W. Harbor Drive.

Grand Avenue Structure: Two (2) expansion joint seals, 2 inch by 2 inch, were installed, totaling 42 feet. Recesses were formed into the vertical surfaces of the joint, which were concrete, to provide a positive vertical stop. Most of the installation labor was provided by the supplier at no charge. Cost per foot after subtracting a credit for conventional waterstop not installed was about $4.50.

Harbor Drive Structure: Three (3) expansion joint seals, 2 inch by 2 inch, were installed, totaling about 450 feet. Positive vertical stops were made by welding continuous bar stock to the armored corner which formed the joint. Cost per foot after subtracting a credit for conventional waterstop not installed was about $5.00 which includes all labor costs.

It was found that installation of this material was quite easy and could be done by inexperienced personnel. Reasonable care should be taken during construction to the end that the joint faces are plumb, parallel, and the correct distance apart. To date, both installations are performing well and all indications are that they will continue to be satisfactory.

There is no doubt in my mind that the neoprene compression joint sealer is far superior to the conventional imbedded type which

has been used in the past. Admittedly, the compression type costs more, but it is unfair to make a direct cost comparison between the two (2) because the conventional type has proven to be unsatisfactory. It is next to impossible to be sure of getting a 100% job of concrete imbedment around the waterstop; no suitable material has been found as yet to fill the joint above the waterstop; and there have been instances where the presence of this waterstop has caused structural damage due to initial set in the concrete around the waterstop occuring before all girder deflection had taken place.

If any further information is required, please advise.

A. E. Johnson
Metropolitan Engineer

By: Edward L. Hardt
Assistant Metropolitan Engineer

ELH:ds

cc: Ivan Merchant
J. X. Wilson
Robert Shotwell

RECEIVED
JUN 1 - 1965

FOR FILING

STATE COPY

Form 2-[illegible]-65

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 11 1965 By _____
Title Bridge Engineer
U.S. Bureau of Public Roads

Project Name S. W. Broadway-Ross Island Bridge — Date May 11, 1965

Highway Stadium Freeway & Pacific [illegible] — Contract No. 6321

County Multnomah — Prefix 626-1092 I-405-8(5)301

Contractor Donald M. Drake — F. A. Project No. I-5-6(48)301

Address 1600 N. W. Savier Street, Portland, Oregon 97209 — Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct a two-pipe parapet rail along the top of retaining wall No. 9239 between the 5th Avenue and 6th Avenue Structures as shown on the attached Drawing No. B111. This replaces approximately 62.5 feet of guard rail and 6 ft. chain link fence.

1. Maximum equipment rates allowable as per A.G.C. - State Agreement
2. Percentage allowable to contractor is in accordance with executed agreement for job.

Location by station numbers:

"BF" 479+16.37 to "BF" 479+72.92

Estimate of quantities and cost:

Labor		$ 425.00
Material		350.00
Equipment Rental		100.00
Contractor's Percentage	15%	125.00
TOTAL		$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The original plan called for 6 ft. chain link fence and guard rail in this area. This change is being made both for reducing maintenance and for aesthetic reasons. No work has been performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $1,000.00 for work under this order	$5,051,502.45
Expected under-run ~~over-run~~ amount	$ 136,829.36
Expected under-run ~~over-run~~ per cent	2.6

Space to right of this line is for use of Salem Office

Submitted by: J. K. Weber
Resident Engineer

Approval Recommended: [illegible]
Construction Engineer or Bridge Engineer

[illegible]

Form CD-121
(11-63)
(Prescribed by
A.D. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 10, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

SUBJECT: Oregon Projects I-405-8(5)301
and I-5-6(48)301
S.W. Broadway-Ross Island Bridge Sec.
City of Portland Water Bureau
Utility Adjustments

As requested in Mr. Litchfield's May 3, 1965 letter, you are authorized to proceed with the additional work for the subject utility adjustment effective this date as based upon the sketch and estimate submitted therewith. However, approval of the agreement is withheld pending completion thereof.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

RECEIVED
JUN 22 1965
PROJECT REPORT NO.
FOR FILING

FC PR-2 (R 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

4-24-64

STATE: Oregon

COUNTY: Klamath

PROJECT NO.: I-5-6(48)301

I-405-2(6)301

633

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 West Approach Klamath Bridge

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	0.364
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 494,230.00	$ 454,680.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. H. Person
(Division Engineer)

By: L. R. Rockland, Administrative Mgr.

Date executed by Division Engineer April 24, 1964

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

AGREEMENT PROVISIONS

1. **RESPONSIBILITY FOR WORK** (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed

previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department and approv-

By _____

_____ (Title)

By _____

_____ (Title)

By A. E. Johnson (Division Engineer)

By: L. L. Bostrom, Administrative Engr.

Date executed by Division Engineer April 28, 1964

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

NONDISCRIMINATION PROVISION

13. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the President's Committee on Equal Employment Opportunity, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, creed, color or national origin. Such action shall include, but not be limited to the following:

NONDISCRIMINATION PROVISION (Continued)

Employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color or national origin.

(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and of the rules, regulations and relevant orders of the President's Committee on Equal Employment Opportunity created thereby.

(5) The contractor will furnish all information and reports required by Executive Order 10925 of March 6, 1961, as amended by Executive Order No. 11114 of June 22, 1963, and by the rules, regulations and orders of the said Committee, or pursuant thereto, and will permit access to his books, records and accounts by the Bureau of Public Roads and the Committee for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(6) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations or orders, this contract may be cancelled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order or by rule, regulation or order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

(7) The contractor will include the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order 10925 of March 6, 1961, as amended by Executive Order 11114 of June 22, 1963, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the Bureau of Public Roads may direct as a means of enforcing such provisions, including sanctions for noncompliance: **Provided, however,** that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause in any federally assisted construction work which it performs itself other than through the permanent work force directly employed by an agency of Government.

The State highway department agrees that it will cooperate actively with the Bureau of Public Roads and the President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations and relevant orders of the Committee, that it will furnish the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, and that it will otherwise assist the Bureau of Public Roads in the discharge of the Bureau's primary responsibility for securing compliance. The State highway department further agrees that it will refrain from entering into any contract or contract modification subject to Executive Order 11114 with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to Part III, Subpart D of Executive Order 10925 and will carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Bureau of Public Roads or the Committee pursuant to Part III, Subpart D of Executive Order 10925. In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this grant (contract, loan, insurance, guarantee), may refrain from extending any further assistance under any of its programs subject to Executive Order 11114 until satisfactory assurance of future compliance has been received from such State highway department, or may refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

14.

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(48)301

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 22, 1963

Type Code 7221
Roadway (Sta. C-5 485+30 to Sta. C-5" 504+50.78)(Contract 6331)

Clearing and Grubbing	All Required (5%)			$ 2,000.00
Removal of Miscellaneous Concrete and Masonry	All Required (5%)			2,500.00
Drainage Excavation, Unclassified	2,130 cu.yds.		$ 4.50	9,585.00
General Excavation, Unclassified	25,800 cu.yds.		1.04	26,832.00
Finishing Roadbed and Slopes	All Required (10%)			580.60
Rounding Cutbanks	All Required (5%)			100.10
Mulching	4 acres		654.00	2,616.00
8-inch Sewer Pipe	1,280 lin.ft.		1.85	2,368.00
12-inch Sewer Pipe	2,310 lin.ft.		2.75	6,352.50
15-inch Sewer Pipe	510 lin.ft.		4.10	2,091.00
18-inch Sewer Pipe	20 lin.ft.		5.00	100.00
21-inch Sewer Pipe	20 lin.ft.		5.95	119.00
6-inch Perforated Metal Drain Pipe	440 lin.ft.		1.70	748.00
8-inch Perforated Metal Drain Pipe	2,200 lin.ft.		2.55	5,610.00
8-inch Steel Drain Pipe	70 lin.ft.		8.30	581.00
8-inch Metal Drain Pipe	370 lin.ft.		2.20	814.00
Special Backfill in Drains	325 cu.yds.		3.70	1,202.50
Concrete Inlets, Type B	4 only		90.00	360.00
Concrete Inlets, Type CG-1	8 only		85.00	680.00
Concrete Inlets, Type G-1	19 only		85.00	1,615.00
Curb Inlets	8 only		95.00	760.00
Concrete Manholes, 6 feet or less deep	2 only		225.00	450.00
Concrete Manholes, 6 to 12 feet deep	7 only		350.00	2,450.00
Concrete Manholes, Over 12 feet deep	2 only		415.00	830.00
Adjustment of Manholes	2 only		85.00	170.00
Concrete Curbs	470 cu.yds.		82.50	38,775.00
Concrete Walks and Surfacing	820 sq.yds.		4.77	3,911.40
Concrete in Islands	65 cu.yds.		33.60	2,184.00
Salvage and Reinstall Type 3-70 Fence	96 rods		17.00	1,632.00
Guard Rail	410 lin.ft.		2.50	1,025.00
Type 2 Barricade	1,600 lin.ft.		2.50	4,000.00
Rail End Pieces	7 only		4.50	31.50
Salvage and Reinstall Guard Rail	20 lin.ft.		3.00	60.00
Salvage and Reinstall Guide Posts	26 only		4.00	104.00

Guide Posts, Y-3	1	only	$ 7.50	$ 7.50
1½-inch Electrical Conduit	300	lin.ft.	1.48	444.00
2-inch Galvanized Water Pipe	390	lin.ft.	4.00	1,560.00
Sand Subbase Material	3,060	tons	2.20	6,732.00
Coarse Crushed Material in Base	8,800	tons	2.20	19,360.00
3/4" - 0 Material in Base	2,100	tons	2.30	4,830.00
Sprinkling	460	M-gals.	3.00	1,380.00
Preparation of Base	All Required (10%)			170.00
3/4" - 0 Material in Binder Course	75	cu.yds.	4.50	337.50
RC-250 Asphalt	12	tons	50.00	600.00
Class "B" Asphaltic Concrete	3,000	tons	6.20	18,600.00
Class "C" Asphaltic Concrete	50	tons	6.20	310.00
12-inch Reinforced Concrete Bridge End Panels	110	sq.yds.	14.51	1,596.10
8-inch Standard Reinforced Concrete Pavement	9,800	sq.yds.	5.50	53,900.00
8"-12" Reinforced Concrete Wedge Supports	70	sq.yds.	10.00	700.00
Special Longitudinal Joints	1,700	lin.ft.	3.50	5,950.00
Retaining Walls				
Shoring, Cribbing, Etc.	All Required (24%)			21,534.24
Structural Excavation	7,000	cu.yds.	$ 1.82	12,740.00
Structural Excavation Below Elevation Shown	700	cu.yds.	3.87	2,709.00
Selected Backfill	2,300	cu.yds.	2.67	6,141.00
Class "A" Concrete	1,150	cu.yds.	52.56	60,444.00
Metal Reinforcement	130,000	lbs.	0.10	13,000.00
Signing				
Removal and Revision of Existing Signing	All Required (6%)			18.00
Sign Support Footings	All Required (27%)			3,974.40
45'-6" Sign Bridge	All Required			5,007.00
63'-0" Sign Bridge	All Required			6,831.00
90'-0" to 99'-11" Sign Bridge	All Required (34%)			10,623.30
Modify Existing Sign Structures	All Required (77%)			147.84
Overhead Sign Illumination and Flashing Beacon Equipment	All Required (51%)			10,278.54
Wood Sign Posts	All Required (28%)			235.20
Type "A" Signs in Place	1,435	sq.ft.	6.20	8,897.00
Type "C", "D" and "E" Signs in Place	130	sq.ft.	3.10	403.00
Type "E", "F", G and "H" Signs in Place	90	sq.ft.	3.20	288.00
				$402,986.22

Flagging (57½% of Contractor's Cost)	All Required	$ 1,500.00
Guide Signing	All Required	750.00
Install Sign Covers	All Required	430.00
Pavement Joint Sealer	All Required	400.00
		$ 3,080.00
Utilities		
Work by City of Portland	All Required	$ 43,306.72
	Subtotal	$449,372.94
	10% Engr. & Cont.	44,937.06
	Total	$494,310.00

Length of Roadway - - - - - - - 0.364 Mile
Cost of Roadway Per Mile - - $1,357,994.50

Federal Funds -	$454,000.00
State Funds -	40,310.00
	$494,310.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

S.W. BROADWAY-ROSS ISLAND BRIDGE SECTION

PROJECT NO. I-5-6(48)301

Estimated cost of work by the City of Portland

Water Utilities*

Materials	$19,360.65
Labor	20,889.13
Equipment	3,056.94
	$43,306.72

*Balance of Water Utilities charge to I-405-8(5)30.

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(48)301

S. W. BROADWAY-ROSS ISLAND BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 19, 1963

Type Code 7221
Roadway (Sta. "C-5" 485+30 to Sta. "C-5" 504-50.78)

Clearing and Grubbing	All Req. (5%)		$ 1,250.00
Removal of Misc. Concrete and Masonry	All Req. (5%)		3,000.00
Drainage Excavation, Unclassified	2,130 cu.yd.	$ 2.75	5,857.50
General Excavation, Unclassified	25,800 cu.yd.	1.15	29,670.00
Finishing Roadbed and Slopes	All Req. (10%)		200.00
Rounding Cutbanks	All Req. (5%)		15.00
Mulching	4 acre	600.00	2,400.00
8-inch Sewer Pipe	1,280 lin.ft.	2.50	3,200.00
12-inch Sewer Pipe	2,310 lin.ft.	3.25	7,507.50
15-inch Sewer Pipe	510 lin.ft.	4.75	2,422.50
18-inch Sewer Pipe	20 lin.ft.	5.50	110.00
21-inch Sewer Pipe	20 lin.ft.	5.75	115.00
6-inch Perforated Metal Drain Pipe	440 lin.ft.	2.00	880.00
8-inch Perforated Metal Drain Pipe	2,200 lin.ft.	2.50	5,500.00
8-inch Steel Drain Pipe	70 lin.ft.	2.50	175.00
8-inch Metal Drain Pipe	370 lin.ft.	2.50	925.00
Special Backfill in Drains	325 cu.yd.	6.50	2,112.50
Concrete Inlets, Type B	4 only	125.00	500.00
Concrete Inlets, Type CG-1	8 only	95.00	760.00
Concrete Inlets, Type G-1	19 only	95.00	1,805.00
Curb Inlets	8 only	110.00	880.00
Concrete Manholes, 6 feet or less deep	2 only	275.00	550.00
Concrete Manholes, 6 to 12 feet deep	7 only	300.00	2,100.00
Concrete Manholes, over 12 feet deep	2 only	600.00	1,200.00
Adjustment of Manholes	2 only	75.00	150.00
Concrete Curbs	470 cu.yd.	45.00	21,150.00
Concrete Walks and Surfacing	820 sq.yd.	4.00	3,280.00
Concrete in Islands	65 cu.yd.	50.00	3,250.00
Salvage and Reinstall Type 3-70 Fence	96 rod	12.50	1,200.00
Guard Rail	410 lin.ft.	2.75	1,127.50
Type 2 Barricade	1,600 lin.ft.	4.50	7,200.00
Rail End Pieces	7 only	5.00	35.00
Salvage and Reinstall Guard Rail	20 lin.ft.	1.50	30.00
Salvage and Reinstall Guide Posts	26 only	2.50	65.00
Guide Posts, Y-3	1 only	8.00	8.00
1½-inch Electrical Conduit	300 lin.ft.	2.00	600.00
2-inch Galvanized Water Pipe	390 lin.ft.	1.50	585.00
Sand Subbase Material	3,060 ton	1.75	5,355.00
Coarse Crushed Material in Base	8,800 ton	2.50	22,000.00

3/4" - 0 Material in Base	2,100	ton	$ 2.60	$ 5,460.00
Sprinkling	460	M-gal.	3.00	1,380.00
Preparation of Base	All	Req. (10%)		100.00
3/4" - 0 Material in Binder Course	75	cu.yd.	5.25	393.75
RC-250 Asphalt	12	ton	55.00	660.00
Class "B" Asphaltic Concrete	3,000	ton	6.50	19,500.00
Class "C" Asphaltic Concrete	50	ton	8.50	425.00
12-inch Reinforced Concrete Bridge End Panels	110	sq.yd.	12.00	1,320.00
8-inch Standard Reinforced Concrete Pavement	9,800	sq.yd.	5.00	49,000.00
8"-12" Reinforced Concrete Wedge Supports	70	sq.yd.	7.50	525.00
Special Longitudinal Joints	1,700	lin.ft.	2.00	3,400.00
Retaining Walls				
Shoring, Cribbing, etc.	All	Req. (24%)		3,600.00
Structural Excavation	7,000	cu.yd.	5.00	35,000.00
Structural Excavation Below Elevation Shown	700	cu.yd.	5.00	3,500.00
Selected Backfill	2,300	cu.yd.	3.00	6,900.00
Class "A" Concrete	1,150	cu.yd.	70.00	80,500.00
Metal Reinforcement	130,000	lbs.	0.13	16,900.00
Signing				
Removal and Revision of Existing Signing	All	Req. (6%)		24.00
Sign Support Footings	All	Req. (27%)		5,940.00
45'-6" Sign Bridge	All	Req.		5,100.00
63'-0" Sign Bridge	All	Req.		7,400.00
90'-0" to 99'-11" Sign Bridge	All	Req. (34%)		11,424.00
Modify Existing Sign Structures	All	Req. (77%)		2,310.00
Overhead Sign Illumination and Flashing Beacon Equipment	All	Req. (51%)		17,595.00
Wood Sign Posts	All	Req. (28%)		154.00
Type "A" Signs in Place	1,435	sq.ft.	6.70	9,614.50
Type "C","D" and "H" Signs in Place	130	sq.ft.	3.95	513.50
Type "E", "F", "G" and "M" Signs in Place	90	sq.ft.	4.35	391.50
				$428,200.75
Flagging (57½% of Contractor's Cost)	All	Req.		$ 1,500.00
Guide Signing	All	Req.		750.00
Install Sign Covers	All	Req.		430.00
Pavement Joint Sealer	All	Req.		400.00
				$ 3,080.00
Utilities				
Work by City of Portland	All	Req.		$ 50,000.00

Subtotal	$481,280.75
10% Engr. & Cont.	48,127.25
Total	$529,408.00

Length of Roadway	0.364 miles
Cost of Roadway Per Mile	$1,454,417.58

Federal Funds	$487,000.00
State Funds	42,408.00
	$529,408.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(48)301

S.W. BROADWAY-ROSS ISLAND BLOCK SECTION

OF THE PACIFIC HIGHWAY IN SOUTHERN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 30, 1963

Type Code 7221
Roadway (Sta. "C-5" 485+30 to Sta. "C-5" 504+50.78)

Clearing and Grubbing	All Req. (5%)		$ 1,250.00
Removal of Misc. Concrete and Masonry	All Req. (5%)		3,000.00
Drainage Excavation, Unclassified	2,130 cu.yd.	$ 2.75	5,857.50
General Excavation, Unclassified	25,800 cu.yd.	1.15	29,670.00
Finishing Roadbed and Slopes	All Req. (10%)		200.00
Rounding Cutbanks	All Req. (5%)		15.00
Mulching	4 acre	600.00	2,400.00
8-inch Sewer Pipe	1,280 lin.ft.	2.50	3,200.00
12-inch Sewer Pipe	2,310 lin.ft.	3.25	7,507.50
15-inch Sewer Pipe	510 lin.ft.	4.75	2,422.50
18-inch Sewer Pipe	20 lin.ft.	5.50	110.00
21-inch Sewer Pipe	20 lin.ft.	5.75	115.00
6-inch Perforated Metal Drain Pipe	440 lin.ft.	2.00	880.00
8-inch Perforated Metal Drain Pipe	2,200 lin.ft.	2.50	5,500.00
8-inch Steel Drain Pipe	70 lin.ft.	2.50	175.00
8-inch Metal Drain Pipe	370 lin.ft.	2.50	925.00
Special Backfill in Drains	325 cu.yd.	6.50	2,112.50
Concrete Inlets, Type B	4 only	125.00	500.00
Concrete Inlets, Type CG-1	8 only	95.00	760.00
Concrete Inlets, Type G-1	19 only	95.00	1,805.00
Curb Inlets	8 only	110.00	880.00
Concrete Manholes, 6 feet or less deep	2 only	275.00	550.00
Concrete Manholes, 6 to 12 feet deep	7 only	300.00	2,100.00
Concrete Manholes, over 12 feet deep	2 only	600.00	1,200.00
Adjustment of Manholes	2 only	75.00	150.00
Concrete Curbs	470 cu.yd.	45.00	21,150.00
Concrete Walks and Surfacing	820 sq.yd.	4.00	3,280.00
Concrete in Islands	65 cu.yd.	50.00	3,250.00
Salvage and Reinstall Type 3-70 Fence	96 rod	12.50	1,200.00
Guard Rail	410 lin.ft.	2.75	1,127.50
Type 2 Barricade	1,600 lin.ft.	4.50	7,200.00
Rail End Pieces	7 only	5.00	35.00
Salvage and Reinstall Guard Rail	20 lin.ft.	1.50	30.00
Salvage and Reinstall Guide Posts	26 only	2.50	65.00
Guide Posts, Y-3	1 only	8.00	8.00
1½-inch Electrical Conduit	300 lin.ft.	2.00	600.00

2-inch Galvanized Water Pipe	390	lin.ft.	$ 1.50	$ 585.00
Sand Subbase Material	3,060	ton	1.75	5,355.00
Coarse Crushed Material in Base	8,800	ton	2.50	22,000.00
3/4" - 0 Material in Base	2,100	ton	2.60	5,460.00
Sprinkling	460	M-gal.	3.00	1,380.00
Preparation of Base	All	Req. (10%)		100.00
3/4" - 0 Material in Binder Course	75	cu.yd.	5.25	393.75
RC-250 Asphalt	12	ton	55.00	660.00
Class "B" Asphaltic Concrete	3,000	ton	6.50	19,500.00
Class "C" Asphaltic Concrete	50	ton	8.50	425.00
12-inch Reinforced Concrete Bridge End Panels	110	sq.yd.	12.00	1,320.00
8-inch Standard Reinforced Concrete Pavement	9,800	sq.yd.	5.00	49,000.00
8"-12" Reinforced Concrete Wedge Supports	70	sq.yd.	7.50	525.00
Special Longitudinal Joints	1,700	lin.ft.	2.00	3,400.00
Retaining Walls				
Shoring, Cribbing, etc.	All	Req. (24%)		3,600.00
Structural Excavation	7,000	cu.yd.	5.00	35,000.00
Structural Excavation Below Elevation Shown	700	cu.yd.	5.00	3,500.00
Selected Backfill	2,300	cu.yd.	3.00	6,900.00
Class "A" Concrete	1,200	cu.yd.	70.00	84,000.00
Metal Reinforcement	136,000	lb.	0.13	17,680.00
Signing				
Removal and Revision of Existing Signing	All	Req. (6%)		24.00
Sign Support Footings	All	Req. (27%)		5,940.00
45'-6" Sign Bridge	All	Req.		5,100.00
63'-0" Sign Bridge	All	Req.		7,400.00
90'-0" to 99'-11" Sign Bridge	All	Req. (34%)		11,424.00
Modify Existing Sign Structures	All	Req. (77%)		2,310.00
Overhead Sign Illumination and Flashing Beacon Equipment	All	Req. (51%)		17,595.00
Wood Sign Posts	All	Req. (28%)		154.00
Type "A" Signs in Place	1,435	sq.ft.	6.70	9,614.50
Type "C", "D" and "R" Signs in Place	130	sq.ft.	3.95	513.50
Type "E", "F", "G" and "M" Signs in Place	90	sq.ft.	4.35	391.50
				$432,420.75

Flagging (57½ of Contractor's Cost)	All Req.	$ 1,500.00
Guide Signing	All Req.	750.00
Install Sign Covers	All Req.	430.00
		$ 2,680.00
Utilities		
Work by City of Portland	All Req.	$ 50,000.00
	Subtotal	$485,160.75
	10% Engr. & Cont.	48,515.25
	Total	$533,676.00

Length of Roadway - - - - - - - 0.364 Mile
Cost of Roadway Per Mile- - - $1,466,142.95

Federal Funds -	$490,000.00
State Funds -	43,676.00
	$533,676.00

RECEIVED
APR 22 1965
FOR FILING

FORM 6403 — 5M — 1-65 SP 6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1965

SUBJECT: Reduction of Slump Requirements
SW Broadway-Ross Island Br. Section
Stadium Freeway & Pacific Highway
Contract No. 6331

To:
Mr. A. E. Johnson
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

ATTENTION: Mr. A. V. Benedict

Regarding your letter of March 25, 1965 concerning allowing the contractor to use a 3-inch slump instead of the 1 - 2 inch slump specified for the concrete on the subject project, you have permission to reduce the slump specification as follows:

The nominal 1 - 2 inch slump requirement shall be maintained but with an added tolerance of 1 inch. This means a maximum 3-inch slump and not an average.

In allowing this reduction, it is considered necessary that the Engineer maintain a close watch on the operation and hold the slump to a minimum in consistance with a workable mix and not allow the contractor to maintain the maximum 3-inch slump just because it is of an aid and benefit to him.

The Bureau of Public Roads has been contacted regarding this change and has given their permission under the conditions as above stated. It should be understood by the contractor that this in no way relieves him from any other controls or requirements.

This change should be documented by a Price Agreement at no additional cost for record purposes.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistant Construction Engineer

JHW:fp
cc F. B. Klaboe
O. A. White

RECEIVED
APR 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F B KLABOE

RECEIVED
MAY 13 1965

FOR FILING

F 40 1 1 1

Project Name ..... Date .....

Highway ..... Contract No. .....

County .....

Contractor .....

Address .....

The following work is hereby classified as "Extra Work", to be .....

Description of work to be done:

Add the following to the Project Special Provisions:

1. Minimum equipment rental rate per hour .....
2. Percentage deduction to be applied to the rental rate when the operator furnishes .....

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Equipment	$1,000	
Labor	.....	
	$1,000	

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which entitle this work to be classified as "Extra Work")

The Special Provisions for the project contain minimum equipment rental rates to be paid by the contractor for the use of equipment furnished by the operator. The Special Provisions also provide that the operator shall furnish the contractor a statement of the equipment rental rates he is charging for the use of his equipment on the project. The operator has refused to furnish the statement of rates.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization .....

Present estimate of project cost, including .....
.....for work under this order .....

Expected increase or decrease in amount .....

Expected increase or decrease per cent .....

Submitted by: ..... Resident Engineer

Approval recommended: ..... Division Engineer

Approved: ..... Assistant State Highway Engineer

State Printing

OREGON STATE HIGHWAY DEPARTMENT

TO: Mr. Merle Bailey

SUBJECT: S.W. Broadway- Ross Island Bridge
File Contract: 6331
Lighting Specification Change

FROM: J. X. Wilson

DATE: April 2, 1965

RECEIVED
APR 7 - 1965
TRAFFIC ENGINEERING

Enclosed please find letter from Donald M. Drake Co. requesting that a decision be made on changing specifications regarding lighting.

We would appreciate your prompt attention to this matter and notifying us of the verdict.

4/4/65
Called J. W. Wilson advised him we could not do that as specs. Contractors unreasonable
4/5/65 Asst. would like to please

REFERRED TO 4/5/65
Val
BY ASST. TRAFFIC ENGR.

NOTED
L. E. GEORGE

U.X. Wilson by Charles Fulbright

PLEASE REPLY HERE

See above note of phone call to you 4/5/65.

CC: _____ Merle P. Bailey (SIGNATURE) 4-6-65 (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

DONALD M. DRAKE COMPANY
GENERAL CONTRACTORS

1600 N. W. SAVIER ST. PHONE CAPITOL 6-3001
PORTLAND 9, OREGON

March 24, 1965

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. J. X. Wilson

Subject: S. W. Broadway - Ross Island Bridge
Stadium Freeway and Pacific Highway

Gentlemen;

We have been contacted by our lighting sub-contractor in regard to their requested change in specifications from Westinghouse to Nu-Art Type NAFL Luminaries on this project.

Accordingly we offer a credit in the amount of Seven Hundred and Twenty Dollars ($ 720.00).

It is recommended that a decision be made on this in the immediate future. It is our belief that the W. R. Grasle Co. will not be open to further negotiations on this matter due to the lead time required for ordering their materials. Their correspondence with us and subsequent telephone calls placed this on a "last offer" basis.

Very truly yours,

DONALD M. DRAKE CO.

A. W. Rickels
Project Engineer

RESIDENT ENGINEER
RECEIVED
MAR 24 1965

jlr;
cc: 6

Noted ☐ ☐ ☐ ☐ WDR

RECEIVED
APR 5 1965
TRAFFIC ENGINEERING

Form CO-12
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
ATTENTION: Mr. Ivan Merchant

DATE: March 16, 1965

In reply refer to: 08-35.4-DA

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-405-8(5)301 & I-5-6(48)301
Stadium Freeway Section

We have an inquiry from our Washington office concerning the installation of a compartmentalized Neoprene joint sealer on the Harbor Drive structure as commented on by Area Engineer Schell in I.R. #15. We feel that this new joint material is superior to any installed to date; however, the Washington office has brought up some questions and we would appreciate your assistance in answering these.

They specifically have requested the relative costs as compared with other materials. Any additional information you can furnish to substantiate your evaluation that this material is superior would be appreciated.

Copy to Morgan
3-19-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 1 5 1965
FOR FILING

SIGNED LLOYD BUTLER SHAW

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JAN 15 1965
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. W. Broadway - Ross Island Bridge — Date January 13, 1965
Highway Stadium Freeway & Pacific — Contract No. 6331
County Multnomah — Prefix 626-1092
Contractor Donald M. Drake Company — F. A. Project No. I-5-6(48)301 I-405-8(5)301
Address 1600 N. W. Savier Street — Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install barricade and guard rail from State stockpile.

1. Maximum equipment rates allowable as per AGC - State agreement.
2. Percentage allowable to contractor is in accordance with executed agreement for job.

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

Materials	$ 200.
Labor	800.
Equipment	200.
+20%	240.
TOTAL	$ 1,440.

7

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Barricade and guard rail purchased under other interstate projects is in State stockpile at Mississippi and Stanton Streets in Portland and should be used in lieu of new material. Verbal approval to to proceed received 1-15-65 from the Construction Office by Mr. Benedict.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $1,440. for work under this order	$5,030,942.37
Expected under-run / over-run amount	$ 157,389.44
Expected under-run / over-run per cent	3.03

Space to right of this line is for use of Salem Office

Submitted by: Jay B Boyd — Resident Engineer

Approval Recommended: O K Benedict — Assistant Division Engineer

Approval Recommended: [signature] — Construction Engineer or Bridge Engineer

Approved: P M Kinsel — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Copy to Young
2-5-65

RECEIVED
DEC 2 1964
Engineering

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 3 1964 By ..... Title Field Inspection Engineer
U.S. Bureau of Public Roads

LLOYD P. SIMS

Project Name ..... S. W. Broadway-Ross Island Bridge ..... Date ..... December 7 ....., 1964
Highway ..... Stadium Freeway and Pacific ..... Contract No. 6331
County ..... Multnomah ..... Prefix 626-1092
Contractor ..... Donald M. Drake Company ..... F. A. Project No. I-5-6(48)301 I-405-8(5)301
Address ..... 1600 N. W. Savier Street, Portland, Oregon ..... Order No. ..... 6 Supplemental

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair DH and DF_2 Structure deck (A.C. surfacing). Maximum equipment rates allowable as per AGC State agreement. Percentage allowable contractor is in accordance with executed agreement for job.

Location by station numbers:

DH 8+60 to DH 11+30
DF_2 7+40 to DF_2 13+10

Estimate of quantities and cost:

	Original	Revised	Additional
Labor	550.00	1,505.54	955.54
Materials	1,000.00	1,432.78	432.78
Equipment	200.00	1,526.84	1,326.84
Contractor's %	250.00	669.79	419.79
	2,000 .00	5,134.95	3,134.95

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Detour structures carry very heavy volumes of maximum load vehicles traveling at speeds which have caused breakup of AC surfacing apparently due to design deficiencies as to thrust caused by these loads. Original surfacing in accordance with specifications, repairs constitute work above what could be expected as normal maintenance.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $3,134.95 for work under this order	$5,012,485.72
Expected under-run amount	$ 175,846.09
Expected under-run per cent	3.39%

Space to right of this line is for use of Salem Office

Submitted by: Jay B. Boyd ..... Resident Engineer
Approval Recommended: A. V. Bimdiet ..... Assistant Division Engineer
Approval Recommended: ..... Construction Engineer or Bridge Engineer
Approved ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy to Young 12-28-64

FORM H-30 REV 7-64 SP 0210-764

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 7, 1964

To: Mr. F. B. Klaboe
Metropolitan Engineer
OFFICE

SUBJECT: Extra Work Order No. 6 Supplemental
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Contract: 6331

I am enclosing a supplemental order for an overrun in Extra Work Order No. 6. This Extra Work Order was to repair the DH and DF2 structure decks. It overran considerably in the amount of $3,134.95, making a total cost of $5,134.95 as opposed to an original authorization of $2,000.

This overrun was due primarily to the inability to estimate the cost of the deck removal. The removal of the existing asphalt in its broken condition had to be one lane at a time in an area that the traffic could not be detoured. This work was extremely difficult and performed under extremely adverse conditions.

We believe that these are all the charges that will be made against this Extra Work Order and your approval of the additional authorization is requested.

Jay B. Boyd
Resident Engineer

JBB:sh

Enclosure

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM DEC 10 1964 PM
7,8,9,10,11,12,1,2,3,4,5,6

METROPOLITAN ENGINEER
RECEIVED
DEC 8 1964
Noted ☐ ME ☐ AME ☐ AME ☐ ☐ MOE

RECEIVED
DEC 16 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon verification of project funds
Date NOV 25 1964
Dist. Engineer
U.S. Bureau of Public Roads

Project Name S. W. Broadway-Ross Island Bridge — Date November 25, 1964
Highway Stadium Freeway & Pacific — Contract No. 6331
County Multnomah — Prefix 626-1092
Contractor Donald M. Drake Company — F. A. Project No. I-405-8(5)301 I-5-6(48)301
Address 1600 N. W. Savier Street, Portland — Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and erect eighteen (18) square tubing sign posts. Posts are to be galvanized after fabrication, factory-made caps provided, and one coat of formula 15-51 paint applied. Contract Item 192, calling for I-beam section posts is to be deleted. Equipment rental rates shall be in accordance with State-AGC agreement. Percentage allowable to contractor is in accordance with executed agreement for the job.

Location by station numbers:

4th Avenue to Broadway — Connections to Stadium Freeway.

Estimate of quantities and cost:

Labor	$ 200.00
Material	750.00
Equipment	50.00
Contractor's Percentage (15%)	150.00
TOTAL	$1,150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Square tube sections are being substituted for the originally specified I-beam sections. Certain footings for these posts are also being enlarged and deepened. The contractor's proposal for the difference in cost between the two installations could not be justified and appeared to be excessive. A decision was made to delete the original bid item 192, Metal Sign Posts, from the contract and perform the work under force account. The change in footing sizes will be taken care of under a separate contract item in accordance with Art. 1.9.3 of the specifications. None of this work has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $1,150 for work under this order	$5,026,854.58
Expected under-run amount	$161,477.23
Expected under-run per cent	3.11

Space to right of this line is for use of Salem Office

Submitted by: J. K. Wilson, Resident Engineer

Approval Recommended: Edward Whitsett, Assistant Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: P. M. Hedlund, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

Date to Printing: Copy To Young 12-16-64

Form E-136—30M—4-61 BP*6120-734

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet 2

Bridge S. W. Broadway - Ross Is. Br. Signing County Mult.

Calculations by Larry Fuhriman Date Aug 31, 1964 Bridge No.

Posts

Sign Identification	No.	Original Post	Recomended Post
R100-30 & R300-30	1	3I 7.5 #/	3" Sq tube @ 6.86 #/
R100-30 & R305-30	3	3I 7.5 #/	" " " " "
R100-30 & R304-30	3	3I 7.5 #/	" " " " "
R373-30	2	3I 5.7 #/	2½" " " " @5.59
R374-30	2	3I 5.7 #/	" " " " "
R370-60	3	3I 7.5 #/	4" " " " 12.02
R-600-48	2	3I 7.5 #/	3½ " " " 8.14
R-100-30	1	3I 5.7 #/	2½ " " " 5.59
R 305-36	1	3I 5.7 #/	3" " " " 6.86
	15		

Footings

Sign Identification	No.	Original Ftgs	Recomended Ftgs
R100-30 & R300-30	1	1'-0" dia x 3'-0"	1'-6" dia x 4'-0"
R100-30 & R305-30	3	" " "	" " " "
R100-30 & R304-30	3	" " "	" " " "
R373-30	2	" " "	" " " 3'-0"
R-374-30	2	" " "	" " " 3'-0"
R370-60	3	" " "	" " " 5'-0"
R600-48	2	" " "	" " " 4'-0"
R100-30	1	" " "	" " " 3'-0"
R305-36	1	" " "	" " " 3'-0"
	15	Volume = 1.6 Cu yd	Volume = 3.0 Cu yds

RECEIVED
DEC 16 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

NOTED
LLOYD P. SW

Continuation of project ... approval for ... Date DEC 1 0 1964 Acting ... Engineer
U.S. Bureau of Public Roads

Project Name S. W. Broadway-Ross Island Bridge Date November 23, 1964

Highway Stadium Freeway & Pacific Contract No. 6331

County Multnomah Prefix 626-1092

Contractor Donald M. Drake Company F. A. Project No. I-405-8(5)301 I-5-6(48)301

Address 1600 N. W. Savier Street Order No. 7 (Supplemental)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Make necessary revision of illumination on the Baldock Freeway in the vicinity of the Marquam Bridge Interchange. Work included removal and relocation of certain roadway illumination poles and the installation of four (4) new poles behind retaining wall 9271.

1. Maximum equipment rates allowable as per A.G.C. State Agreement.
2. Percentage allowable to contractor is in accordance with executed agreement for ~~xx~~ job.

Location by station numbers:

Lm 75+00 to 111+00

Estimate of quantities and cost:	Original	Revised	Addition
Labor	$ 5,000	$ 10,300	$ 5,300
Materials	4,000	5,500	1,500
Equipment	550	2,500	1,950
Contractor Percentage (15%)	a 1,450	2,800	1,350
	$ 11,000	$ 21,100	$10,100

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work is necessary to maintain illumination along the Baldock Freeway during construction under this contract. The poles are to be installed in permanent position at this time and no further revision in this area should be required. Plans and specifications have been prepared by the Traffic Engineering Division. Applicable plans are Drawings Nos. 1474 (Rev. 8-60), 1475, 1946 and 1947. ~~None of the work under this order has been done.~~

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,188,331.81	
Present estimate of project cost, including $10,100 for work under this order	$5,025,704.58	
Expected under-run ~~xxxxxx~~ amount	$ 162,627.23	
Expected under-run ~~xxxxxx~~ per cent	3.13	

Submitted by: J. K. Wilson
Resident Engineer

Approval Recommended: Edward Abbott
Assistant Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: P. M. Hoglund
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy to Young 12-16-64

FORM H-80 ODH 7-64 SP*0220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
November 23, 1964

To: Mr. F. B. Klaboe
Metropolitan Engineer
OFFICE

SUBJECT: Extra Work Order No. 7 (Supplemental)
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Contract: 6331

Enclosed for your approval is a supplement to EWO #7 covering the overrun for work performed under the original order.

The revised estimate on this supplemental order is derived from the cost of work performed to date added to an estimated sum for a small amount of work yet to be done.

The following list of items explains the overrun of the original estimated cost of the work.

1. The trenching for direct burial wire and conduit had to be done by hand rather than the planned mechanical operation.

2. Overhead wiring was installed to provide continuous illumination during the time revisions were being made.

3. Working during the same time as the contractors grading operation resulted in delays and inefficiency in several instances.

4. Foundation holes were in locations that prevented access to augering equipment, therefore requiring hand digging.

5. Trenching and foundation holes behind retaining wall 9270 required backfilling with select backfill material. Excavated material was wasted because it had become contaminated with silt.

6. Erection and transportation equipment rental was underestimated. Scheduling of pole erection demanded much more equipment time than originally anticipated.

Also enclosed is a certification from W. R. Grasle Company stating that the prices for materials supplied from their stock are substantially the same as would be charged by any local supplier.

J. X. Wilson
Resident Bridge Engineer

JXW:sh
Enclosures

METROPOLITAN ENGINEER
RECEIVED
NOV 24 1964
Noted ☐ ME ☐ AME ☐ AME ☐ ☐ JOE

RECEIVED
OCT 15 1964

FORM E-BOX—SOM—12-63 84077

FOR FILING

6331

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 12, 1964

Salem, Oregon 97310

SUBJECT: Laminated Panels

To:

F. D. Morgan
Construction Engineer
BUILDING

We have been instructed to eliminate, where possible, on existing sign contracts the laminated panels used for sign background. To the best of our knowledge, there are four sign projects under way which are part of paving projects. It will be impossible to eliminate the panels on three of these projects since the material has already been fabricated and is in Oregon. The fourth project, however, is the Southwest Broadway-Ross Island Bridge Section of the Foothills Freeway, Contract No. 6331. As far as we are able to determine the panels have not been fabricated for this project.

It is requested that the Resident Engineer contact the contractor and have the order cancelled for the laminated panels. Extrusions should be substituted. It will, in all probability, be necessary to execute a price agreement to effect this change.

F. B. Crandall
Traffic Engineer

LEG:aa
cc: Tom Edwards

NOTED
TOM EDWARDS

FORM E-123X 50M 12-63

RECEIVED
OCT 7 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6331

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 5, 1964

Donald M. Drake Company
1600 N. W. Savier Street
Portland 9, Oregon

RE: S. W. Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highway
Contract No. 6331

Gentlemen:

The matter of payment for 24-inch water pipe on the referenced project has been referred to this office. The pipe was ordered under Price Agreement No. 5, not installed, but delivered to the City of Portland.

We have been unable to find any reasons for considering this material as other than material ordered but not used. As such, payment should be made in accord with standard specification terms, that is, invoice cost without markup. Any allowance above invoice cost should be costs directly related to ordering and readily verified.

It is understood our Field Engineers have suggested payment as outlined above. We believe it to be an equitable method of settlement and trust you will give it your early consideration.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:fp
cc L. P. Shaw
L. H. Young
F. B. Klaboe
J. B. Boyd
I. D. Merchant

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 25, 1964

Original signed by
G. R. Brocks
Dist. Engineer

08-35-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brocks
District Engineer

Oregon Project I-405-8(5)301, S.W. Broadway - Ross Island Section
City of Portland - Bureau of Lighting and Power Adjustment (Revised)

Our memorandum of April 14, 1964 approved the plans and estimate for the city-owned adjustments for the relocation of the lighting portion of the captioned project. The City-State agreement providing for this work was approved on July 9, 1962. You were authorized to proceed with this work effective October 18, 1963.

Our approval of the estimate and sketch for the additional work as a lump sum of $346.22 for moving one light pole near station "DH" 14+02 as covered by Mr. Litchfield's July 20, 1964 letter and attachments was indicated on a copy of Mr. Litchfield's July 30, 1964 letter. We are now confirming our previous verbal authorization to proceed with the work effective April 8, 1964.

The contract method of work under the continuing contract with PGE has been satisfactorily shown in our April 14, 1964 memorandum as serving the public interest.

RECEIVED
SEP 28 1964
FOR FILE

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon verification of project agreement in additional funds required.
Date AUG 24 1964
U.S. Bureau of Public Roads

Project Name S. W. Broadway-Ross Island Bridge Date August 19, 1964

Highway Pacific Contract No. 6331

County Multnomah Prefix 626-1092
I-405-8(5)301

Contractor Donald M. Drake Company F. A. Project No. I-5-6(48)301

Address 1600 N. W. Savier Street Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct offset manhole access

1. Maximum equipment rates allowable as per AGC-State agreement.
2. Percentage allowable contractor is in accordance with executed contract for the job.

Location by station numbers:

"MD" 75+20

Estimate of quantities and cost:

Labor	$1,470.00
Material	500.00
Equipment	200.00
Contract % - 15%	230.00
	$2,400.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Existing deep manhole lies in pavement on "MD" Line and because of necessary access by City maintenance crews would block ramp during these periods. Estimate and attached plan were prepared by the Metropolitan Design Staff. Work has not started - August 19, 1964

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $2,400 for work under this order	$5,030,553.10
Expected under-run / over-run amount	$ 157,778.71
Expected under-run / over-run per cent	3.04%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved [signature] Deputy State Highway Engineer — Assistant State Highway Engineer or — Office Engineer.

State Printing Copy to yours 9-28-64

RECEIVED
JUL 31 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1964

SUBJECT: Roadside Improvement
S. W. Broadway-Riss Island Bridge Section
Stadium and Baldock Freeways
Contract No. 6331

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

We have received a request from the Dan Davis Corporation, building leasors, to allow them to incorporate a portion of the State's right of way into their landscape plans. They propose to construct a building west of the south-bound onramp north of the Porter Street structure. The area involved is shown on the attached plans.

The blue area on the map has already been sold, and the pink area has been declared excess and recommended for sale. We propose to keep the areas colored purple and green, and it is these areas which they wish to use.

There are two ways for us to cooperate with them on this. One would be to coordinate the planning, and each organization plant and maintain its own properties. This would probably result in split responsibilities on a shrub group, or lease a small lawn area to be maintained by other than the organization responsible for the main lawn area, and would not be desirable from their standpoint or ours.

The other way would be to coordinate the planning, and make an agreement under which the State would allow the corporation to plant and maintain the area west of the fence which connects to the northwest corner of the Porter Street structure. This would be done at the expense of the corporation, and would be allowable under BPR regulations. The access control line would remain on the property line, but the corporation would be allowed on to the areas whown in green and purple under a revokable permit or agreement for the purpose of constructing and maintaining the plantings.

Approved 7-31-64
[illegible]
Dist. Engr. Salem

original to Wagner
w. ft. maps
de Voight
7-31-64

A similar agreement has been in effect for some time with the Tektronics Corporation on the Sunset Highway west of Sylvan. Terms of the agreement would allow revocation if, in the opinion of the State, the maintenance is not satisfactory, or if they otherwise abuse their rights given under the agreement.

This has been discussed at some length with Mr. Astrup and the BPR, both of whom agree with the land use agreement arrangements.

Your approval of this proposition is recommended.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

CHB:bjm
Attachment

cc: F. B. Klaboe
W. T. Wright
Mark Astrup
W. H. Haskin

RECEIVED
JUL 27 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 23, 1964

Original signed by
G. R. Brooks
Dist. Engineer

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.4-EC

Oregon Project I-405-8(5)301
S.W. Broadway-Ross Island Section
City of Portland - Bureau of Lighting and Power
Adjustment - Street Lighting

Mr. Litchfield's July 20, 1964 letter and various attachments was submitted requesting our approval and authorization to proceed for a change of the work on the captioned project.

It appears that this work was completed prior to your submission.

original to Morgan
cc Litchfield
Young 7-27-64

NOTED
LLOYD P. SHAW

RECEIVED
JUL 27 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 22, 1964

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.EC

Oregon Project I-405-8(5)301
S.W. Broadway-Ross Island Bridge Section
City of Portland Water Bureau Utility Adjustment

Reference is made to Mr. Litchfield's July 1, 1964 letter requesting reconsideration of our June 2, 1964 advice that participation in the temporary water line connection along northbound S.W. Park Avenue on the south side of Clifton Street in the vicinity of Station 472 was not considered to be appropriate.

Mr. Litchfield's letter states that your August 29, 1963 certification regarding rights-of-way or rights-of-entry was limited to the area within the stationing designated as the project limits. Such limits designate the ends of the complete improvement of the main traveled way and do not preclude participation for incidental work beyond such limits, as necessary, for transitions, ramps, utility adjustments, etc. Certainly the right-of-way certification is applicable to the incidental work involved.

Apparently there is a misunderstanding of this policy resulting probably from our continuance of the waiver of requirements that utility agreements should be furnished prior to our authorization of advertising of projects following the July 10, 1962 conference as outlined in our July 17, 1962 memorandum. It was not intended to waive other basic policy requirements regarding certification on the availability of right-of-way or access rights. Corrective action recently was necessary on utility access rights. In addition, difficulties have been encountered in obtaining even the existing location of utilities on some construction plans prior to advertising. Consequently, in order that basic policy requirements may be re-emphasized, more assurance provided that you may obtain maximum participation, and to alleviate apparent hardships in your utility liaison operation, a minor modification in the previous waiver of requirements will be initiated beginning with the projects for the December 1964 letting. Prior to our authorizing advertising of projects scheduled for the bid opening at that time and subsequently we will expect to be furnished with at least a portion of each utility agreement, your Staff Attorney's notification to each utility that adjustment of its facilities is necessary. Such a modification in current practice also will reduce work involved in the preparation of the utility status report.

original To
Morgan
cc: Litchfield
Young
7-27-64

NOTED
LLOYD P. SHAW

Regarding non-participation in the minor cost involved for the temporary connection, Mr. Litchfield indicates that representatives of this office authorized the city to proceed on March 19,1964. However, Resident Engineer Boyd's March 19, 1964 memorandum to the files which you furnished indicates that such authorization was given only for the work involved "to this temporary connection". Actually, we had accepted plans for the relocation of the 6" pump main between southbound S.W. Park Avenue and Broadway as furnished with Mr. Litchfield's November 12, 1963 letter. Withholding approval thereof in our December 18, 1963 memorandum, in effect, withheld authorization to proceed pending investigation of the method of performing the work, possibly by the roadway contractor rather than city forces. The plans had been accepted based on the assumption that your department had reviewed them and, lacking any advice to the contrary for a finding in the public interest, that the necessary right-of-way, particularly that involved in the S.W. Park Block was available, which would not require the temporary connection. Then some three months later when there apparently was no alternative except to undertake the work, we were advised that the right-of-way was not available, thereby resulting in an additional cost for a temporary connection. Consequently, our previous advice concerning non-participation in the additional cost is reaffirmed. Though the minor modification of current practices as previously outlined herein will be of some assistance in obtaining maximum participation in the future, any further action which your department may institute to obtain complete agreements with more utilities prior to advertising of projects certainly would provide many added benefits.

RECEIVED
AUG 12 1964
FOR FILING

July 14, 1964

Donald M. Drake Co.,
1600 NW Savier Street
Portland 9
Oregon

Gentlemen:

The State Highway Commission, at its meeting on July 14, 1964, considered your request for 15 additional workdays to complete contract #6331 for grading-paving-structures-signing the SW Broadway-Ross Island Bridge Section of Stadium Freeway and Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 16 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fred B. Kinbor
Jay Boyd
Frank Morgan
Bureau of Public Roads
L. H. Young
C. H. Malcom

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date 9 June, 19 64

Gentlemen:

We, the undersigned, respectfully request an extension of 15 days time, from 2 July, 19 64, to 17 July, 19 64, within which to complete our Contract No. 6331, described as follows: S. W. Broadway - Ross Island Bridge Section, Stadium Freeway and Pacific Highway, Grading, Paving, Structures and Signing, Bridge No's 9153, etc.

The above request is based upon the following reasons: Strike by Laborer's Local Union No. 320 lasting from 2:05 PM 5 May 1964 until 20 May 1964. Work commenced on 21 May 1964.
Reference is made to our letters concerning this same subject dated 8 May 1964 and 25 May 1964.

Respectfully submitted,

Donald M. Drake Company
Contractor

By R. E. Grant, Project Manager

R. E. Grant

CONSENT OF SURETY

Date 9 June 1964, 19

We, Travelers Indemnity Company

, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

William D. Dawson
Attorney-in-fact

JEWETT, BARTON, LEAVY AND KERN

(SEAL)

W. D. Dawson
Resident Agent

State Printing 87499

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6331 Contractor Donald M. Drake Company

Highway Pacific and Stadium Freeway

Section S. W. Broadway - Ross Island Bridge

Kind of Work Grading, Paving, Structures and Signing.

It is recommended that such extension be granted as requested under the following terms and conditions:

The two partial completion dates and the final completion date be extended 16 days each as shown below:

Original Completion Date	Extended Date
July 1, 1964	July 17, 1964
October 1, 1964	October 17, 1964
July 31, 1965	August 16, 1965

Recommended for Approval:

Edward L. Scott
Assistant Division Engineer

Ivan V. Buchanan
~~Construction Engineer~~ or Bridge Engineer

P. M. Hegdahl
Assistant State Highway Engineer

Contract No.	6331 ~~I-405-8(5) 301~~
Project designation	I-5-6(48) 30 State—Federal
Date awarded	August 29, 1963
Work started	October 2, 1963
Per cent completed	26.0% June 15,1964 Date
Specified completion date	July 1,1964 Oct. 1,1964 July 31, 1965
Previously extended to	----------
Extension requested to	July 17, 1964 Oct. 17,1964 ~~Aug. 16, 1965~~

RECEIVED
JUL 13 1964
FOR FILING

July 10, 1964

Oregon State Highway Commission

Request for Extension of Time
No. 2
July 14, 1964 Meeting

Gentlemen:

Donald M. Drake Company, contractor on the S. W. Broadway-Ross Island Bridge project on the Pacific Highway and Stadium Freeway, Contract No. 6331, has requested that the specified completion date for the work be advanced 15 days without assessment of liquidated damages. Copies of the request for extension of time are attached.

The contractor's request is based on the fact that a strike of a labor union has delayed his work by 15 days. Investigation indicates that the contractor's work was actually delayed 16 days and I recommend that the contractor be granted a 16-day time extension without assessment of liquidated damages, due to conditions beyond his control which delayed the work.

This is a Federal-aid project, and we have approval of the Bureau of Public Roads to such an extension.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

CAG:vt bbc

RECEIVED
JUL 10 1964
FOR FILING

6331

477 Cottage Street NE.
Salem, Oregon 97301

July 8, 1964

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

Original signed by
M. E. Martin
Div. Engineer

08-35.4-BA

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Div. Engr.

Oregon Projects I-5-6(48)301 and I-405-8(5)301
S.W. Broadway - Ross Island Bridge Section
Time Extension

We find a typographical error in Mr. Merchant's June 18 letter on above subject, and our reply June 26 was granted accordingly.

We concur in your request for a 16-day time extension: our inquiries indicate the project was struck by the laborers May 5 and returned to full scale work May 21, 1964.

NOTED
P. M. STEPHENSON

Original to
Merchant
7-9-64

RECEIVED
JUL 6 1964
ENG

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 1, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Revised Estimate for 6" Water Main Relocation
City of Portland Water Bureau Facilities
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highway
Multnomah County
Contract No. 6331
Projects: I-405-8(5)301 and I-5-6(48)301

Dear Sir:

In reply to your letter of June 2, 1964 concerning this subject we feel you should reconsider your denial of participation in this temporary work.

First of all, Mr. Young's letter of August 29, 1963 certified that all right of way within the project limits was acquired and, therefore, did not apply to the right of way needed for this water line revision.

Secondly, the City Water Bureau did not submit plans to us showing their proposed relocation work until September 12, 1963, and this was submitted to you for review on October 1, 1963. You immediately took exception to the proposed relocation of the 6-inch main and had a hydraulic expert from your Regional Office study the City's plan. The proposal as submitted at that time is shown on the attached drawing thus — — —.

The City upon further advice from the State as to future freeway planning to the north of the project, and after consultation with your hydraulic expert, drew up the plan as submitted to you with our letter of November 12, 1963. This is shown as — - — - — - — on the attached drawing.

The end of project I-405-8(5)301 for which right of way was certified is at Station 472+50 and the right of way which was not acquired but was affected by the proposed water main relocation lies on the south side of Clifton Street between S. W. Park and Ninth Avenues, nearly 200 feet north of the project limits.

The temporary connection proposed at S. W. Park Avenue and Clifton Street is shown thus - - - - on the attached drawing. This was reviewed by Mr. Brooks and Mr. Schell on March 19, 1964 with our Resident Engineer, Mr. J. B. Boyd, and they authorized the City to proceed with the work on that date subject to further review by the BPR. We now request formal approval of the plan as submitted with our letter of May 8, 1964, and authorization to proceed as of March 19, 1964.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachment

cc: L. P. Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
J. B. Boyd
Jack Hesla

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 2, 1964

Original signed by
A. W. Parsons
Div. Engineer

08-35.4-DA

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-405-8(5)301
S.W. Broadway-Ross Island Bridge Section
City of Portland Water Main

Reference is made to Mr. Litchfield's May 8, 1964 submission of revised estimate for 6" water main relocation on the subject project.

Our December 18, 1963 memorandum withheld approval of the portion of this 6" C.I. pump main which conflicted with construction of the subject project right Stations 470 - 475 "FB" Line. We now wish to confirm verbal approval given March 19. 1964 by Messrs Brooks and Schell of this office.

That portion of the line relocation noted as temporary is not eligible for Federal funds participation in cost. It is our understanding that this temporary location was necessary because right-of-way had not yet been acquired. We are sympathic with how this oversight might occur since the temporary location portion of line in question is off construction limits of present project. Mr. Young's letter of August 29, 1963 was accepted as certification that all rights-of-way or rights-of-entry had been acquired. For this reason we will not be able to participate in this financial obligation with you.

CURVE TABLE

Curve	Degree	Δ	T_h	T_{sp}	Lenc.	L. Sp.	S	e	L. Sp.	S	e
NC-1	9°	78°31'00"	622.36	622.36	672.41	200	9°00'	4.5	200	9°00'	4.5
CN-1	9°	85°14'46"	688.09	688.09	747.06	200	9°00'	4.5	200	9°00'	4.5
C-1	28°	85°54.00"	92.18	152.53	93.93	140	19°36'	20.0	—	—	—
C-2	12°	34°49'30"	250.22	250.22	89.38	200	12°00'	6.0	200	12°00'	6.0
14th-1	5°	15°21'00"	234.25	234.25	67.00	200	5°00'	2.5	200	5°00'	2.5
14th-2	5°	17°58'00"	130.22	130.22	259.33	—	—	—	—	—	—
M-1	28°	36°12'30"	77.30	135.56	66.66	140	19°36'	20.0	—	—	—
M-2	12°	34°52'00"	260.15	260.15	107.22	200	12°00'	6.0	200	12°00'	6.0
T-1	2°30'	17°16'00"	448.07	448.07	490.67	—	—	—	—	—	—
CS-1	8°	61°54'30"	592.86	592.86	693.85	320	12°48'	2.5	320	12°48'	2.5
CS-2	3°	7°36'00"	126.29	126.29	252.22	—	—	—	—	—	—
19th-1	24°	61°37'25"	90.36	90.36	173.83	—	—	—	—	—	—
19th-2	28°	16°00'00"	28.76	28.76	55.17	5	—	—	—	—	—
19th-3	28°	74°48'00"	160.56	225.10	197.14	140	19°36'	20.0	—	—	—
SC-1	8°	75°56'00"	660.64	660.64	749.17	200	8°00'	4.0	200	8°00'	4.0
SC-2	8°	24°48'00"	257.92	257.92	110.00	200	8°00	4.0	200	8°00'	4.0
SC-3	4°30'	19°29'25"	150.59	150.59	299.97	—	—	—	—	—	—
12th-1	12°	65°42'30"	288.26	346.09	260.90	200	16°26'	5.0	—	—	—
FB-1	2°	7°27'30"	186.72	186.72	372.92	—	—	—	—	—	—
FG-1	16°	64°53'00"	236.49	236.49	448.02	—	—	—	—	—	—
BF-1	18°	68°32'00"	320.09	320.09	180.74	200	16°00'	9.0			
SF-1	6°	16°50'00"	186.46	186.46	320.83	—					
SF-2	36°	54°44'00"	91.65	165.50	62.04	180					
6th-1	16°	18°25'00"	61.86	61.86	121.35	—					
F3-1	10°	22°04'17"	111.74	111.74							
F3-2	7°	29°33'43"	215.97	215.97							
FK-1	16°	55°41'00"	194.76	285.71							
FL-1	18°	78°09'30"	362.32								

"L" Line alignment shown below.



BLE

L_{Sp_1}	θ_1	θ	L_{Sp_2}	θ_2	θ
200	9°00'	4.5	200	9°00'	4.5
200	9°00'	4.5	200	9°00'	4.5
140	19°36'	20.0	—	—	—
200	12°00'	6.0	200	12°00'	6.0
200	5°00'	2.5	200	5°00'	2.5
—	—	—	—	—	—
140	19°36'	20.0	—	—	—
200	12°00'	6.0	200	12°00'	6.0
—	—	—	—	—	—
320	12°48'	2.5	320	12°48'	2.5
—	—	—	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
140	19°36'	20.0	—	—	—
200	8°00'	4.0	200	8°00'	4.0
200	8°00	4.0	200	8°00'	4.0
—	—	—	—	—	—
360	14°24'	5.0	—	—	—
—	—	—	—	—	—
—	—	—	—	—	—
280	18°00'	9.0			
—					
180					
—					

STADIUM FREEWAY "P" LINE DATA

Point P	SF 35 + 44.21	679,171.58 N	1,440,413.65 E
Point III	SF 36 + 92.46	679,308.66 N	1,440,470.10 E
Point V	SF 46 + 32.27	679,673.86 N	1,439,582.98 E
Point IV	SF 51 + 72.21	680,154.65 N	1,439,780.42 E
Point IV	SF 57 + 32.26	680,367.83 N	1,439,362.55 E
Point II	SF 62 + 52.13	680,848.39 N	1,439,460.48 E
Point V	SF 68 + 12.22	681,061.84 N	1,438,962.53 E

BEGINING of PROJECT
STA. 475+50

MAIN
PUMP
SW HARRISON
SW MAIN
SW COLLEGE
SW JACKSON
SW GARDINELL DR
SOUTH BROADWAY
Stadium School
TEMP CONNECT
PUMP MAIN
CONNECT
SW EXISTING
1,440,000 E
680,000 N
679,500 N


BEGINING of PROJECT
STA. 475+50
I-405-8(5) 301
TEMP CONNECT
PUMP MAIN
CONNECT
CONNECT
EXISTING
CONNECT
TO SOUTH PORTLAND TANK
TEMP. 5-8-64
PROPOSED 11-12-63
PROPOSED 10-1-63
EXISTING

RECEIVED
JUN 5 - 1964
FOR FILING

Salem, Oregon
June 5, 1964

Mr. R. L. Porter
Deputy State Highway Engineer
O f f i c e

The Bureau's refusal to participate in the temporary installation of the water main at S. W. Park near Clifton is based upon certification made by Mr. Young's letter of August 29, 1963, that all rights of way had been acquired for this project.

The permanent relocation of the water main and rights of way were also included as part of the plans for the S. W. Broadway-Marquam Bridge Section. Apparently, there would have been no refusal to participate in the temporary relocation of the pressure main if it were truly necessary, had there been a proper statement of right-of-way status which, in this case, would have been the reason for the temporary pipe installation.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Form CD-121 (11-63) (Prese by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 2, 1964

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-405-8(5)301
S.W. Broadway-Ross Island Bridge Section
City of Portland Water Main

Reference is made to Mr. Litchfield's May 8, 1964 submission of revised estimate for 6" water main relocation on the subject project.

Our December 18, 1963 memorandum withheld approval of the portion of this 6" C.I. pump main which conflicted with construction of the subject project right Stations 470 - 475 "FB" Line. We now wish to confirm verbal approval given March 19, 1964 by Messrs Brooks and Schell of this office.

That portion of the line relocation noted as temporary is not eligible for Federal funds participation in cost. It is our understanding that this temporary location was necessary because right-of-way had not yet been acquired. We are sympathic with how this oversight might occur since the temporary location portion of line in question is off construction limits of present project. Mr. Young's letter of August 29, 1963 was accepted as certification that all rights-of-way or rights-of-entry had been acquired. For this reason we will not be able to participate in this financial obligation with you.

Call Dec.

LLOYD P. SHAW



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 1 1964
FOR FILING

6331

477 Cottage St. N.E.
Salem, Oregon 97301

June 26, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon Attn. I. D. Merchant

Original signed by
T. Dec
Eng. Coordinator

08-35.4-08

A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec, Engineering Coordinator

Oregon I-5-6(48)301 and I-405-8(5)301
S.W. Broadway - Ross Island Bridge Sec.
Time extension

We have no objection and hereby concur in your time extension of 15 days as requested by Donald M. Drake Co. on the above project. Our job records and letters to contractors from AGC substantiate the strike condition in this period. Please furnish us with a copy of the written request received from the contractor as required in your specifications.

NOTED
R. L. PORTER

Chg. to Engineering
7-1-64

RECEIVED
SEP 9 - 1964
FOR FILING

SAMPLE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 10 1964 By [signature]
Title Area Engr.
U.S. Bureau of Public Roads

Project Name S. W. Broadway-Ross Island Bridge — Date June 24, 1964
Highway Stadium Freeway & Pacific Highway — Contract No. 6331
County Multnomah — Prefix 626-1092
Contractor Donald M. Drake Company — F. A. Project No. I-5-6(48)301 I-405-8(5)301
Address 1600 N. W. Savier Street — Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Make necessary revision of illumination on the Baldock Freeway in the vicinity of the Marquam Bridge Interchange. Work includes removal and relocation of certain roadway illumination poles and the installation of four (4) new poles behind retaining wall 9271.

1. Maximum equipment rates allowable as per A.G.C. State Agreement.
2. Percentage allowable to contractor is in accordance with executed agreement for job.

Location by station numbers:

"L_S" 75+00 to 111+00

Estimate of quantities and cost:

Labor	$ 5,000
Materials	4,000
Equipment	550
+ 15%	1,450
TOTAL	$11,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work is necessary to maintain illumination along the Baldock Freeway during construction under this contract. The poles are to be installed in permanent position at this time and no further revision in this area should be required. Plans and specifications have been prepared by the Traffic Engineering Division. Applicable plans are Drawings No.s 1474 (Revision 8-60), 1475, 1946 and 1947. None of the work under this order has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,188,331.81
Present estimate of project cost, including $ 11,000 for work under this order	$5,029,520.17
Expected under-run amount	$ 158,811.64
Expected under-run per cent	3.06%

Space to right of this line is for use of Salem Office

Submitted by: J. K. Wilson, Resident Engineer
Approval Recommended: [signature], Construction Engineer or Bridge Engineer
Approval Recommended: [signature], Division Engineer
Approved: P. M. Stephan, Deputy State Highway Engineer - Assistant State Highway Engineer of Operations

State Printing

Copy To Young
9-9-64

RECEIVED
JUN 25 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 22, 1964

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

ATTENTION: Mr. H. K. Anderson

Re: Adjustment of Utilities in Conflict
with City of Portland Water Facilities
Stadium Freeway and Pacific Highway
Multnomah County
Contract No. 6331
Project Nos.: I-405-8(5)301 and
I-5-6(48)301

Gentlemen:

This is in reply to your letters of February 3 and February 10, 1964, requesting reimbursement for the adjustment of Northwest Natural Gas Company's and Pacific Northwest Bell Telephone Company's facilities which were in conflict with your 20" water main gate valve relocation.

This matter was referred to our Legal Division to determine if it was the State's obligation to assume this cost.

Attached is a copy of our Staff Attorney's letter dated May 26, 1964, explaining in his opinion why the State should not assume the cost of this work.

Therefore, your request as stated in your letters of February 3 and February 10, 1964, for the reasons set out in our above-mentioned Staff Attorney's letter, is denied.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachment

cc: L. P. Shaw
A. W. Parsons (2)
L. H. Young
C. H. Maison
F. B. Klaboe
J. B. Boyd
Jack Hesla

RECEIVED
MAY 28 1964
FORM E-30X SOM 5-63 40000
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1964

To: Mr. Ted Litchfield
Utilities Liaison Engineer
O f f i c e

SUBJECT: Adjustment of Water Facilities
S. W. Broadway-Ross Island Bridge Sec.
Stadium Freeway and Pacific Highway
Multnomah County
Contract No. 6331
Projects: I-405-8(5)301 and
I-5-6(48)301

The fact that the gas company franchise is prior in time to the City Bureau of Water Works is immaterial to your question.

Although the city attorney's office letter of February 18, 1964, would indicate that the Bureau of Water Works is identical with a privately owned public utility, I am certain that the city would be the first to assert that the city does in fact own the Bureau of Water Works and all its facilities. If this were not so, said Bureau of Water Works' facilities should be specifically excepted out of the city-state agreements which call for State's relocation of all city owned utilities at State's cost.

It is my opinion that State should not assume the cost of adjusting the 4-inch gas main because of the language contained in the city-state agreement for the Stadium Freeway Section of the Pacific Highway executed on March 22, 1962, by city and April 13, 1962, by State. I consider the following language as controlling:

GENERAL PROVISION:

"1. City, after the execution of this agreement and upon the request of State, shall take any action deemed necessary, . . . to require all privately-owned utility companies . . . in or on any public street or way in City, that by reason of their location will interfere with the plans for the construction of said project, to immediately relocate the same at said private company's sole cost. . ."

THINGS TO BE DONE BY CITY:

"3. City, without cost to State, except as hereinafter provided in the GENERAL PROVISION, shall relocate, or cause to be

relocated, existing privately-owned utility conduits, lines, poles, mains, pipes, . . . which are required to be relocated or extended to conform to the plans of said project. . . ."

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr

cc: Lloyd P. Shaw
L. I. Lindas
G. E. Rohde
F. B. Klaboe
Jack Hesla
A. W. Parsons

RECEIVED
JUL 24 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-90 BOH 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 11, 1964

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Adjustment of Water Facilities
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Multnomah County

CONSTRUCTION DIVISION
RECEIVED
FEB 13 1964
ENGR. CO.

Herewith a sketch and estimate submitted by Pacific Northwest Bell Telephone Company to the Water Bureau, City of Portland, for adjustment of a telephone conduit to permit construction of a gate valve vault on subject project at S. W. Fifth and Lincoln Streets.

The installation of this gate valve is made necessary by the elimination of the 20-inch water main in S. W. Lincoln Street between S. W. Fifth Avenue and S. W. Broadway. The 20-inch main will be reconnected to a 24-inch water main in S. W. Fifth Avenue and the gate valve will be installed on the 20-inch main replacing one eliminated at S. W. Broadway.

Recommendation is made for approval of the sketch and estimate.

Jack Hesla
Field Utilities Liaison Engineer

JH:sb

Enclosures

cc Mr. F. B. Klaboe
Mr. Ed Hardt
Mr. Jay B. Boyd
Mr. B. P. Huntley

FRANK F. FAGUE
OPERATIONS SUPERINTENDENT
1900 N. INTERSTATE AVE.

TED SUDERBURG
SUPERINTENDENT
112 CITY HALL

GRANT E. MILLER
ASSISTANT SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK (BUCK) GRAYSON
COMMISSIONER

February 10, 1964

Fred Klaboe, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

ATTENTION: Jack Cartwright

RE : RELOCATION OF WATER UTILITIES
SW BROADWAY-ROSS ISLAND BRIDGE SECTION
OF THE STADIUM FREEWAY AND PACIFIC HIGHWAYS
PROJECT NOS. I-405-8(5) - 301
I- 56(48) - 301

REVISED ESTIMATE DATED 10/25/63

Dear Sir:

Regarding item 10, page 3, of the above-referred-to Estimate, which has been approved by the Oregon State Highway Department, it has been determined that it is also necessary to encase a telephone conduit which will pass through the vault of the gate valve to be installed.

Enclosed please find an estimate from the Pacific Northwest Bell Telephone Company giving costs of the proposed relocation. Your approval of this estimate is requested so that this work may be ordered and the vault for the gate valve completed.

Very truly yours,

H. KENNETH ANDERSON
Chief Engineer

By P. Norseth
P. Norseth
Principal Engineer

HKA:PN:gr
Enc

TRANSPORTATION ENGINEER
RECEIVED
Noted ☐ ☐ ☐ ☐
ME ALE MOE

FORM E-30 8004 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 5, 1964

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Water Facilities Adjustment
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Multnomah County

Herewith a sketch and estimate submitted by Northwest Natural Gas Company to the Water Bureau, City of Portland, for adjustment of a 4-inch gas main in connection with the construction of a gate valve vault on the subject project at S. W. Fifth and Lincoln Streets.

The installation of this gate valve is made necessary by the elimination of the 20-inch water main in S. W. Lincoln Street between S. W. Fifth Avenue and S. W. Broadway. The 20-inch main will be reconnected to a 24-inch main in S. W. Fifth Avenue making the installation of the gate valve necessary.

Recommendation is made for approval of this sketch and estimate.

Jack Hesla

Jack Hesla
Field Utilities Liaison Engineer

JH:sb

Enclosures

cc Mr. F. B. Klaboe
Mr. Ed Hardt
Mr. Jay B. Boyd
Mr. B. P. Huntley

CONSTRUCTION DIVISION
RECEIVED
FEB 6 1964
NOTED CA ACE ACE CCE

H. KENNETH ANDERSON
CHIEF ENGINEER
100 CITY HALL

FRANK F. FAGUE
OPERATIONS SUPERINTENDENT
1800 N. INTERSTATE AVE.

TED SUDERSBURG
SUPERINTENDENT
112 CITY HALL

GRANT E. MILLER
ASSISTANT SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK (BUCK) GRAYSON
COMMISSIONER

February 3, 1964

Fred Klaboe, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

ATTENTION: Jack Hesla, Utilities Liaison Engineer

RE : RELOCATION OF WATER UTILITIES
SW BROADWAY-ROSS ISLAND BRIDGE SECTION
OF THE STADIUM FREEWAY AND PACIFIC HIGHWAYS
PROJECT NOS. I-405-8(5) - 301
I- 56(48) - 301

REVISED ESTIMATE DATED 10/25/63

Dear Sir:

Regarding item 10, page 3, of the above-referred-to Estimate, which has been approved by the Oregon State Highway Department, it has been determined that it is necessary to relocate the 4" gas main prior to installation of the gate valve and vault on the 20" water main.

Enclosed please find an Estimate from the Northwest Natural Gas Company giving the costs of the proposed relocation. Your approval of this Estimate is requested so that this work may be ordered and the gate valve installation completed.

Very truly yours,

H. KENNETH ANDERSON
Chief Engineer

By: P. Norseth
P. Norseth
Principal Engineer

HKA:PN;gr
Encs

STATE COPY

- A

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. W. Broadway - Ross Island Bridge ..... Date June 16, 1964

Highway Stadium Freeway & Pacific ..... Contract No. 6331

County Multnomah ..... Prefix 626-109(2) I-5-6 (40) 301

Contractor Donald M. Drake Company ..... F. A. Project No. I-405 8 (5) 301

Address 1600 N. W. Lovejoy St. Portland, Oregon ..... Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair DH & DF_2 Structure deck (A.C Surfacing) Maximum equipment rates allowable as per A.G.C. State agreement percentage allowable contractor is in accordance with executed agreement for job.

Location by station numbers:

DH 8+60 to DH 11+30

DF_2 7+40 to DF_2 13+10

Estimate of quantities and cost:

Labor	$550
Materials	1000
Equipment	200
Contractor %	250
Total	$2,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Detour Structures carry very heavy volumes of maximum load vehicles traveling at speeds which have caused breakup of AC surfacing ~~apparently~~ due to design deficiencies as to thrust caused by these loads. Original surfacing in accordance with specifications, repairs constitute work above what could be expected as normal maintenance.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5188331.81
Present estimate of project cost, including $ 2000 for work under this order	$ 5018520.17
Expected under-run / over-run amount	$ 169811.64
Expected under-run / over-run per cent	3.27%

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Assistant Division Engineer

Approval Recommended: [signature] Construction Engineer - Bridge Engineer

Approved [signature] Deputy State Highway Engineer - Assistant State Highway Engineer - Office Engineer

State Printing

OK-SLSO

original copies To Young 1-28-64

FORM E-30X—10M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1964

To: MEMO TO THE FILES

SUBJECT: ETHC 46 (Detour Pavement Repair)
Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highway
Contract No. 6881

The detour structures on the DH and DF-2 lines on this project are to be constructed and maintained by the contractor. The surfacing of the structures is to be AC pavement, which was laid on April 8, 1964.

On the previous day, April 7, some showers occurred, but the day of the paving was clear and warm after light morning fog. The timber deck of the structure was surface dry at the time of the paving, and was primed with SS-1. The roller caught fire and delayed completion of the DF-2 line for three hours, but the DH line was completed without incident. The paving failure on the DH line is somewhat worse than that on the DF-2 line, so the delay on the DF-2 line obviously did not have a detrimental effect on the product.

The traffic on one of the structures has been counted at 15,000 vehicles per day (a one-way structure) and the per cent of trucks is estimated to be 25 to 30%. This heavy traffic of loaded trucks on the sharp vertical and horizontal alignment is causing the AC pavement to break loose from the timber deck and come up in large chunks.

On May 26, a portion of one deck was stripped of AC and wood cleats were nailed to the timber deck. Then AC was replaced over the cleats in the normal manner. To date, no failure or distress has been noted in the reconstructed portion of the deck.

An Extra Work Order has been written to cover the cost of this reconstruction. The total cost of the work, which started May 26, is estimated at $2,000. Because this is a design deficiency, it is to be paid by the State and not by the contractor.

This matter has been brought to the attention of Mr. Schell of the Bureau of Public Roads in the field, and the proposed Extra Work Order has been discussed with

him. As of this date, he is still uncommitted on participation, and requests that the Extra Work Order be submitted for consideration with a full explanation of the events to date.

It is recommended that the Bridge Division submit the order to the Bureau of Public Roads, as noted above.

F. D. Morgan
Construction Engineer

By C. H. Baker

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjm

cc: I. D. Merchant

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
A.M. JUN 24 1964 P.M.
7;8;9;10;11;12;1;2;3;4;5;6

FORM E-30 50M 3-63 4b607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 19, 1964

SUBJECT:

To:

H. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon

S.W. Broadway-Ross Island Bridge Sec.
Stadium Freeway and Pacific Highway
Contract No. 6331

Attention: Mr. G. L. Decker

Transmitted herewith is Order for Extra Work No. 6, in the amount of $2,000 to replace portions of the AC wearing surface on the decks of the DH and DF$_2$ detour structures. A copy of Mr. Boyd's letter of transmittal is attached, together with both copies of the documents to which he refers. One copy of these documents was forwarded to Mr. Schell several days ago but I believe it would be desirable to accompany the Extra Work Order with a copy, officially.

Payment for the replacement of this AC surface has been the subject of much discussion and several calls to Mr. Decker by both Mr. Klaboe and myself. There have been several discussions on the subject with Mr. Schell and we believe that he has been won over, though he is not yet committed.

On May 20th an 80-ft. section was removed one lane wide, cleated and repaved in accordance with Mr. Boyd's memo of June 5, 1964. No further work has been done.

Your's and Mr. Merchant's approval of this Order is requested.

A. V. Benedict
Assistant Metropolitan Engineer

A.V.B:jh

Enclosure

CC: I. D. Merchant
J. B. Boyd

OREGON STATE HIGHWAY DIV.
BRIDGE DIVISION
JUN 24 1964

FORM E-20 SCH 3-55 45607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 18, 1964

RECEIVED
JUN 19 1964
METRO

To: Mr. F. B. Klaboe
Metropolitan Engineer
O F F I C E

SUBJECT: Extra Work Order No. 6
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Contract: 6331

I am enclosing Extra Work Order No. 6 which was requested by you as a consequence of much discussion on the deck patching problem. I have estimated this cost to be $2,000, and have discussed the problem entirely with Mr. Herb Schell. Mr. Schell apparently received the impression from parties on the project that the materials incorporated into this paving had not been properly inspected. I informed Mr. Schell that all materials in the complete set of detours had been sampled as has all material incorporated into the permanent portions of this project. After hearing this, he wished substantiation of these facts be transmitted to him for further deliberation on this problem.

I am including with this Extra Work Order two (2) copies each of several documents for your records and for transmission to Mr. Schell.

1. A letter from the State Highway Department to Mr. R. E. Grant dated May 19 on methods of paving of these structures.

2. A Memo to the Files dated June 5 on repairs to the DP2 decking which were done pursuant to your instructions after a request from me that something be done to alleviate the problem.

3. Daily Plant Report dated April 3, 1964--plant inspector's report on Class "D" asphaltic concrete used to pave detour.

4. Sample data sheet which accompanied material removed from decking.

5. Lab Report No. 64174 which reported on reclaimed asphalt.

6. Copies of your Memo to the Files dated June 15 in which you substantiated conversations had on the subject.

This Order For Extra Work is accompanied by the proper form for Status of Project and this work should not increase the contractor's time as it is essential to the completion of the project.

Jay B. Boyd
Resident Engineer

JBB:bb

Enclosures

FORM H-80 50M 8-62 48007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 15, 1964

To: MEMO TO THE FILES

SUBJECT: S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Contract: 6331

The asphalt concrete decks on the DF2 and DH lines are deteriorating very rapidly. The contractor has patched the DF2 line every three to four days since we opened it to traffic. It now appears that the same problem exists in the DH line. It was opened to traffic only a short while ago and has already required extensive work. These detour structures carry very heavy volumes of maximum load vehicles. They were placed according to the specifications for the contract which require a fog coat and 1½ inches of asphalt concrete. All evidence leads us to believe that the workmanship involved was all that could be required. Since they have failed so miserably, it is my opinion that the design was inadequate and that the State has an obligation to assume necessary permanent type repair at its expense. This, even though the contractor is required by the contract to maintain the structure during the life of the contract. I have, therefore, contacted Mr. Rear on June 12 and advised him of my opinion and recommendations as follows:

1. That we remove large portions of the wearing surfaces on the DF2 line and replace said portions by installing 1" x 4" wood cleats on 1 foot centers and patching over the cleats with 2 inches of A.C.

2. That we remove the entire westerly half of the surface on the DH line and replace it after first having rolled into the timber decking a binder composed of a light-weight penetrating oil and ¼"-½" sized aggregate. It is my very rough estimate that the cost of this work will amount to approximately $2,000.

Mr. Hardt later informed me that Mr. Rear spoke to him in my absence concerning this matter and approved the execution of an Extra Work Order for the work involved. He wants us to use both methods on the DH line to see which is best.

F. E. Kiesbee
Metropolitan Engineer

FEK:eb
cc Mr. Ivan D. Merchant
Mr. F. D. Morgan
Mr. Jay B. Boyd

NOTED
E. R. HARDT

Form E.S.H.D.—1161

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project S. W. Broadway-Ross Island Jr. Project No. 1(5)-1092

Highway Stadium Freeway - Pacific County Multnomah

Contractor Donald M. Drake Co. Contract No. 6331 F. A. Project No. I-405-3(5)301

Submitted by J. Bruce Boyd - D. Randle Date Reported May 20, 1964

S-3-3(49)301

REPORT ON SAMPLE OF ASPHALTIC CONCRETE CUT SAMPLE

Source of material K. P. J.

Sampled or inspected at Arthur St. ramp

To be used Top Lift Date received May 19, 1964

Sampled or inspected by J. B. Boyd Quantity represented

Laid April 3, 1964

TEST RESULTS

Laboratory No. 607074

Data Sheet No. 226296

Reclaimed Asphalt:

Penetration @ 77° F. - 24

Penetration @ 39.2° F. - 12

Note: This sample of A.C. was taken out of DF2 Detour deck and submitted for information only. JBB placed 2 blankets in Stem who advised that 50 penetration, while below specs for Ten. 60-70 asphaltic cement, is acceptable and common in asphalt reclaimed from old pavement.

Material as represented by this sample (does) (does not) comply with specifications.

Approved subject to

TEST REPORT DISTRIBUTION:

Bureau of Public Roads

Construction Engineer

Maintenance Engineer

Bridge Engineer

Requisition Office

Division Engineer Klaboe

Resident Engineer J. X. Wilson

Dist. Maint. Supt.

Foreman

Files

RECEIVED
PORTLAND

MAY 21 1964

Noted

DIVISION ENGINEER
NOTED
JOHN ROSE

JBB

Form D-83 (Revised)—10M Sets—1-57 State Printing 1153

MATERIALS DIVISION—OREGON STATE HIGHWAY DEPARTMENT

DAILY PLANT REPORT—BITUMINOUS MIXTURE Div. 04

Section Stadium Freeway (Front St. Detours) From 12th-10th

Highway ..... Contract No. (33) County Marion

Contractor ..... Date 1-3-64

TYPE OR CLASS OF MIX USED AS Grade 'B' Top

	Lot 1								
Per Cent Mix	32.0	42	5.0	20	5.5				
Scale Pound of Gate Opening	1200	2.4	400	1.0	110				

PER CENT RETAINED—DESIGNATE

Screen Size										
1"										
¾"										
½"										
#4										
#10										
#40										
#80										
#200										
Pass. #200										

Screen Size										
1"	0									
¾"	4									
½"	22	26	3/4							
#4	52									
#10	14.5	25.5	3/4							
#40	17.5		12/20							
#80	7		3/20							
#200	3.5		3/7							
Pass. #200	2	30.5	3/7							
Asphalt	5.5									
Measured Thickness										

Today	0	Today	0
Prev.	0	Prev.	0
Total	0	Total	0
Tons Used			
Today	1		
Prev.	126.3		
Total	234		
Total tons mixed	421.3		
Sampled			
Lt Sta.			
Ave. Tons Per Sq.			

Real Sp. Gr. Mix | App. Sp. Gr. in Place | Void Content | Date Laid

HOURS OPERATED		HOURS DELAY		TOTAL HOURS	
Today	2	Today	3	Today	5
Prev.		Prev.		Prev.	
Total		Total		Total	

Temp. of Mix | Temp. of Asphalt | Weather

REMARKS: Detours - Wet, Foggy, Rainy Hours for Count. Hot Mix Laydown operation delayed by overhead cabling on Fire.

Plant Inspector's Signature Hot Mix Contractor Hot Mix Plant Inspector

White copy to engineer of materials: Tons Tonnage by Contract Bit Plant Inc.

Blue copy to division or district engineer Asph. Concrete

Yellow copy to resident engineer

Signed: [illegible] Plant Inspector

Data Sheet

Laboratory Number
(Do not use this space)

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION

SAMPLE DATA SHEET

Bituminous Mixes

LN: B20296

Project 5th Broadway - Pilot Rock Rd. Prefix No. 6(1)-102
(Case is important)

Highway Stockton Ferry - Pilot Rock County Umatilla

Contractor or Foreman Del Baker (City) Contract No. 6221 Crew No. or P. A. No.

Submitted by Sol Thomas Road - Proj. Engr. Date 7-6-64

Identification of sample: (Preferably use sample number as shown on report form.) Shipping No. (Number for each job to begin with one)

Shipped By (Express, Bus Line or Truck) Approximate quantity

Sampled by Sol Bond (Date) Title Proj. Engr. Address Pendleton

If sample submitted is a bituminous mixture fill in the following:

Type H.C. (Asphaltic concrete, bituminous or oil macadam) Sample No.

Kind of Mixture Class "B" (Base, top, etc. Use mix)

Brand of Asphaltic Cement Standard Grade AC-10
(i.e. Asphalt Cement penetration)

Location by Mile Date Laid

Average Thickness

Weather

Remarks:

Ab Extr.

(Give condition of road being patched or paved and any other information that will be of value in checking work; specify mix used)

If sample is a cut sample from pavement in place, fill in the following:

Kind of Pavement Class "B" H.C. Course Top

Location At Hwy 11 ramp (temp.)

Date Laid 6-25-64 Date Sampled 7-2-64

Remarks: This material was laid on wooden planks on temporary structure and is breaking up. Would like asphalt penetration only.

INSTRUCTIONS

This form is to be filled out and submitted whenever a sample of bituminous mixture or pavement is sent in for laboratory test or analysis. White sheet to the District Materials Engineer of the district in which the sample is taken, Salem, Oregon, and Blue to Materials and Research Engineer of the State Highway Department or District Engineer of the district. The yellow sheet to be retained by plant foreman, resident engineer or inspector. If the submitter is not the pertinent employee, the pertinent engineer should be named in the remarks. Note should be made if the material is to pass special specifications. The sample should be sent directly to Engineer of Materials, Testing Laboratory, Salem, Oregon, and should be marked with the data sheet number appearing at the top of this page.

Respectfully submitted,

Sol Thomas

Mail Address:

State Printing 1957

May 19, 1964

DONALD M. DRAKE COMPANY
1600 N. Sandor
Portland, Oregon

ATTENTION: Mr. R. E. Grant

RE: Structure Paving

Dear Mr. Grant:

Because of the many conversations regarding the present problems on the maintenance of the paving on the detour structures, it is thought advisable that we outline the problem in writing for your records and ours. In regards to the DF3 Structure, the following is our recommendation:

1. RECOMMENDED — This method of paving would entail the placing of a binder consisting of a penetration grade asphalt, preferably 120-150 with a use of 3/4 to ½ aggregate ground into the decking by the use of a roller. The scattering of aggregate would be sparse and the binder would serve to form a key between the deck and the asphaltic concrete. The asphalt would be placed at approximately 2/10 of a gallon per square yard. On this would be placed 1½ inch wearing surface as specified in the contract drawings. We would negotiate a Force Agreement to pay for the binder.

2. ALLOWED — This would be the method proposed by yourselves of placing the 3/4 by 4 inch strips as cleats on the deck tacking the surface and the placement of 2 inches of asphaltic concrete which would allow approximately 1¼ inches above the cleats. The additional cost of the cleats and the thickness of asphalt would be at your expense.

3. ALLOWABLE —The least preferred treatment would be an S-3R oil mat and if this wore off, the placing of additional oil mat on the surface or the placing of 1½ inches of asphaltic concrete as specified in the contract drawings. In this treatment the cost of the oil mat would be borne by yourselves and if the asphaltic concrete was not placed, the possibility of some allowance under the contract might have to be made.

Chas A.

NOTED
JON ROSE
WDR

May 19, 1926.

The continued maintenance during the present strike will be done by State Forces. It is the opinion of the Division Office that it is in the interest of the traveling public to continue patching of this surface with the hope that the patching will ultimately stop the breakup and the removal of the entire surface not be necessary.

We trust that this letter will clarify this issue.

Very truly yours,

Jay B. Boyd
Resident Engineer.

JBBvob

cc F B Klobec

Portland, Oregon 97219
June 5, 1984

MEMO TO THE FILES

Re: Ltr to DF2 Decking
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Contract: 6331

At 9:30 a.m. on May 28, the Donald M. Drake Company began removing a portion of the wearing surface on the DF2 Structure. One-half of the structure was blocked to the traveling public, and a motor grader with a Scarifier tooth began ripping the 60 foot long section from the wooden surfacing. The decking appeared to be well tacked at the places outside the wheel load, and evidences of the tacking remained in the cracks where the lumber is not fully dimensioned so the sliding materials could not wear the tack coat off. It appeared that the surface was black, indicating that the tack had been evenly placed and of approximately the right quantity. In the areas under the wheel loads and where the asphaltic concrete had been moving, it appears as though the decking had been sanded. We assumed from this that this was caused by the aggregate on the bottom surface of the asphaltic concrete as it moved under the wheel loads. On the bottom surface of the asphaltic concrete wooden fiber was securely attached, indicating that originally the two materials, wood and asphaltic concrete, were bound together and that whatever caused the movement, tore the wood fiber from the rough timber decking.

Evidence of general moisture conditions or a damp surface on the planking existed. Of course during the period that this deck was broken rain had been falling at various times and the moist condition could have been caused by a rainy condition or possibly it was bottom moisture rising from the lumber. After the asphaltic concrete had been removed by the grader and loader, the deck was cleaned with an air hose and broom and then the 1" x 4" wood cleats were securely nailed on the midpoint of the 4" x 12" by a power nailer. These nailing strips, or cleats, extended from one side of the structure to the midpoint, the entire area from which the A. C. concrete was removed. One small area on which temporary repairs have been made by the placing of 2" x 12" planks and an oiled wearing surface placed on those planks was left because of difficulty in removal. After the cleats, a tack coat of SS-1 was applied. This tack coat was approximately 90% coverage and

LDBC
Class 4
NOTED
JON ROSE

was allowed to break thoroughly on a warm, sunny day. The asphaltic concrete was then placed by hand having a thickness of 2½" over the decking and approximately 1½" over the cleats. This material was hand raked, allowed to cool, and then rolled at the proper time. The rolling continued for approximately 2 to 2½ hours after the last A. C. was placed.

Pictures of this entire operation were taken in detail.

Jay B. Boyd
Resident Engineer

JBB:cb

F.E. Klaboe

NOTED
JON ROSE

RECEIVED
APR 27 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 22, 1964

City of Portland
Bureau of Lighting and Power
City Hall, Room 207
Portland, Oregon 97204

ATTENTION: Mr. Sid Leo

Re: Adjustment and Removal of Permanent Lighting on Front Ave. and Harbor Dr.
Portland-Bureau of Lighting and Power
S.W. Broadway-Ross Island Br. Section
Stadium Freeway and Pacific Highway
Multnomah County
Contract No. 6331
Project Nos.: I-405-8(5)301
I-5-6(48)301

Gentlemen:

Your revised estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of February 17, 1964, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of October 18, 1963.

Reimbursement for the work performed subsequent to October 18, 1963, in the amount of $2,047.25, will be made in accordance with paragraph 7-3(3) of PPM 30-4(4) upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

APR 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjm

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
Ed Hardt
Jay Boyd
B. P. Huntley
Jack Hesla

RECEIVED
APR 27 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1964

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

ATTENTION: Mr. H. K. Anderson

Re: 24" Water Main Relocation
(Item No. 11, City's Estimate, 10-25-63)
City of Portland - Water Bureau
S.W. Broadway-Ross Island Br. Section
Stadium Freeway and Pacific Highway
Multnomah County
Contract No. 6331
Projects: I-405-8(5)301 & I-5-6(48)301

Gentlemen:

Your revised estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of March 25, 1964, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of April 7, 1964.

This approval is with the following understandings:

(1) The City will install pipe they have on hand and will accept pipe now on order by the contractor to replenish their stock.

(2) The cost of any materials received from the contractor and used to replace the City's supply will not be billed to the State by the City.

Reimbursement for work performed subsequent to April 7, 1964, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
Ed Hardt
Jay Boyd
E. E. Johnston
Jack Hesla

RECEIVED
APR 21 1964
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

April 16, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

By: T. Dec
Engineering Coordinator

Oregon Project I-405-8(5)301, S.W. Broadway - Ross Island Bridge Sec.
City of Portland - Bureau of Lighting & Power Adjustment of
Permanent Lighting

Reference is made to our memorandum, subject as above, dated April 14, 1964.

Authorization date should have been October 18, 1963 rather than December 18, 1963. Advance verbal authorization to proceed on this October date was given by Mr. G. R. Brooks of this office.

original To Young
cc Litchfield
4-21-64

NOTED
LLOYD P. SHAW

RECEIVED
APR 20 1964
FILING

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon - Attention: Mr. I. D. Merchant

April 14, 1964

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.4-DA

Oregon Project I-5-6(48)301
SW Broadway - Ross Island Bridge Section, Stadium Freeway
Price Agreement No. 5 - 24-inch Water Main Relocation

We are returning 4 of the 5 copies under your cover letter of April 8, 1964, signed by Mr. Merchant for Price Agreement No. 5. Included in your submission were letters from Resident Engineer Boyd, Donald Drake, Benedict, estimate sheets, and sketches describing the above work.

On April 2 Public Roads gave advance approval of this work by city forces due to the city-required necessity of installation prior to May 10, 1964. This completion date was based on irrigation requirements that might put an undue strain on the water facilities and increase the fire hazard in this industrial and residential area.

Our letter for this work was dated April 7 and was signed by Mr. T. Dee, Engineering Coordinator. Along with the qualifications indicated in our April 7 letter for reimbursement to the contractor for pipe that was already on order we recently find that you propose to do the excavation for this pipe installation by the contract method, increasing the item for drainage excavation.

It appears that this Price Agreement does not truly represent all of the conditions that have recently arisen in this involved utility readjustment, and these are our reasons for returning the copies for your consideration.

Attachment

Original to Merchant
with Attachment
4-16-64

cc Young
4-17-64

RECEIVED
APR 21 1964
FOR [illegible]

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

April 14, 1964

Original signed by
T. Dec
By: T. Dec
Engineering Coordinator

A. W. Parsons
Division Engineer
Salem, Oregon

08-35-EC

Oregon Project I-405-8(5)301, S.W. Broadway - Ross Island Bridge Sec.
City of Portland - Bureau of Lighting & Power Adjustment of
Permanent Lighting

Our memorandum dated August 5, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above mentioned City and the State Highway Commission dated April 13, 1962 covering utility adjustments and traffic control measures was approved by this office on July 9, 1962. We now approve your Utilities and Railroad Attorney's letter dated November 8, 1963; the City of Portland's December 13, 1963 letter; Mr. Hesla's January 20, 1964 letter and the plans and estimate for City-owned adjustments furnished with Mr. Litchfield's letters dated December 20, 1963 and March 10, 1964. Since the City is not adequately staffed or equipped to perform the work with its own forces, the contract method of performing such work is approved under an existing continuing contract with P.G.E. Reimbursement on an agreed lump sum basis of $2,047.25 is approved.

Our program memorandum dated November 20, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are authorized to proceed with actual adjustments for the above mentioned City-owned utility adjustments effective December 18, 1963 according to verbal authorization given that date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
cc Litchfield
4-21-64

NOTED
LLOYD P. SHAW

RECEIVED
APR 13 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

April 7, 1964

By:
A. W. Parsons, Division Engineer
Salem, Oregon

T. Dec
Engineering Coordinator

08-35.4-DA

Oregon Project I-5-6(48)301
24" Water Main Relocation
Broadway-Ross Island Section, Stadium Freeway

We hereby approve the water utility relocation as described in Mr. Morgan's letter of April 1, 1964, signed by Mr. Litchfield. Because of the necessity of installation by May 10, 1964, (due to irrigation requirements) we agree that in order to expedite the work the city should be requested to proceed immediately.

Our previous advance approval was predicated on the assumption that the work would be covered by price agreement under the contract. This approval is rescinded with the exception that the purchase and transportation of 24" pipe materials already on order by the contractor may be covered by a modified price agreement. This order should be verified by appropriate billing.

Our approval also is contingent upon the city's acceptance that this pipe will replenish the city's stock (city is to install pipe they have on hand) and that you will reimburse the city for the additional length of pipe, if necessary, installed in the project only (any additional amount necessary above the contractor's order will be furnished by the city and is eligible for Federal-aid participation).

It is noted that the proposed plan and estimate relocate the 24" main from that originally proposed. We hereby approve this relocation and now estimate with the understanding that cost of materials is to be excluded as noted above. You are authorized to proceed with the work covered under item 11 of the city's estimate.

original To Young
cc Morgan
Litchfield
4-13-64

NOTED
LLOYD P. SHAW

FORM E-183X 50M 12-63
VED
1964
JUNG

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 10, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Adjustment and Removal of Permanent Lighting on Front Avenue and Harbor Drive
Portland-Bureau of Lighting and Power
S.W. Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highway
Multnomah County
Contract No. 6331
Project Nos.: I-405-8(5)301
I-5-6(48)301

Dear Sir:

As requested in your letter of January 20, 1964, we are submitting the following data to revise or supplement the material submitted to you with the writer's letter dated December 20, 1963:

(1) 2 copies of a letter from our Field Utilities Liaison Engineer dated January 20, 1964, confirming his verbal request for the City to adjust additional conflicts. It was later determined that the first and last of these had been covered in our Staff Attorney's letter dated November 8, 1963.

(2) 2 copies of the Bureau of Lighting, City of Portland's, revised estimate in suitable form for a lump sum agreement, as requested by the City in their letter dated December 13, 1963, a copy of which was submitted to you with the writer's letter of December 20, 1963.

This estimate has been reviewed and its approval recommended by Messrs. Wolfe and Bailey of our Accounting and Traffic Divisions, respectively.

Copies of City of Portland's continuing contracts with Pacific Power and Light Company and Portland General Electric Company, along with an explanation of why this is the most practical method for handling the City

lighting was submitted with the writer's letter of February 21, 1964. Mr. Brooks and Mr. Preston discussed this matter on October 18, 1963, and authorization to proceed with the actual adjustment subject to further review was given as of that date.

Your approval of this agreement on a lump sum basis as evidenced above, including information submitted to you with the writer's letter of December 20, 1963, and authorization to proceed with the work effective October 18, 1963, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY G. E. DEGNER

(for) T. W. Litchfield
Utilities Liaison Engineer

FDF:bjm

Attachments

cc: L. F. Shaw
I. D. Merchant
J. W. Nash (w/copy of estimate)
Jack Hesla

RECEIVED
MAR 11 1964
CONSTRUCTION ENGINEER

RECEIVED
MAR 9 - 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

March 5, 1964

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
C. R. Brooks
Dist. Engineer

By: C. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
08-35-EC Salem, Oregon

Oregon Project I-405-8(5)301
S.W. Broadway-Ross Island Bridge Section
City of Portland Water Main & Fire Hydrant Utility Adjustment

Reference is made to our memorandum, dated December 18, 1963, subject as above, which approved major portions of your utility agreement with the city of Portland, Bureau of Water Works.

In this memorandum we inadvertently failed to confirm prior verbal authorizations to proceed with portions of work. We now wish to confirm these authorizations which were issued subject to formal submission of agreement, plans, estimate, etc. On October 31, 1963, verbal authorization was given to proceed with work relating to the temporary cutting and plugging of a 16" water main in S.W. 1st Aveune. On December 2, 1963, verbal authorization was given to proceed with work of installing a 12" water main detour line in S.W. 4th Street and related work, and the cutting and plugging of a 2" water main near S.W. Sherman and S.W. 6th Ave.

No other provisions of the referenced memorandum are changed by this memorandum.

original to Young
3-9-64

NOTED
LLOYD P. SHAW

RECEIVED
MAR 9 - 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 4, 1964

City of Portland
Bureau of Lighting
City Hall, Room 207
Portland 4, Oregon

Attention: Mr. Sid Leo

Gentlemen:

RE: Temporary Detour Lighting
Bureau of Lighting and Power
City of Portland
S.W. Broadway-Ross Island Br. Section
Stadium Freeway & Pacific Highway
Multnomah County - Contract No. 6331
Project Nos. I-405-8(5)301 and
I-5-6(38)301

Your estimate and sketch map for the adjustment of the above-captioned facilities on this project, as submitted with your letters of January 15, 1964 and February 14, 1964, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of December 20, 1963 under a continuing contract.

Please contact Mr. Ed Hardt or Mr. J. B. Boyd, 5821 N. E. Glisan Street, Portland 13, at least three days prior to beginning any work not already coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to December 20, 1963 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc Lloyd Shaw
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
J. B. Boyd
Ed Hardt
B. P. Huntley
Jack Hesla

RECEIVED
MAR 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 10 1964
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

T [illegible]
4 3 2 1 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 1[illegible], 1964

[illegible]ruuverite Ranstad
Traffic Safety Supply Co.
2324 SE Umatilla Street
Portland 2, Oregon

Dear [illegible]:

The estimates prepared by the Traffic Engineering Division for the 82 Broadway-Ross Island Bridge section are 466 square feet for Type 'C', 'D' and 'H' signs and 213.5 square feet for Type 'E', 'F', 'G' and 'J' signs. These quantities were rounded to the nearest 10 square feet in the specifications.

In arriving at the additional [illegible] route shield area and [illegible] square feet for the 30" x 27 3/16" route shield as 9.7 square feet. Payment for the 30" x 27 3/16" route shield on Sign No. 14 is received under the [illegible] for Removal and Revision of Existing Signs.

Very truly yours,

Thomas E. [illegible]
Assistant State Highway Engineer

By

F. B. Grimmell
Traffic Engineer

ELS:pk
bc: Tom Edwards
Bruce Boyd
Ed Hardt

NOTED
TOM EDWARDS

RECEIVED
FEB 18 1964
OFFICE OF
STATE HIGHWAY ENGINEER

477 Cottage Street NE.
Salem, Oregon 97301

January 20, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

T. Dec
Assistant Division Engineer
Salem, Oregon

Oregon Projects I-405-8(5)301 and I-5-6(48)301
Portland - Bureau of Lighting & Power Utility Agreement

We have reviewed Mr. T. W. Litchfield's December 20, 1963 submission of a Utility agreement between the State and the City of Portland covering work on the subject project.

Several points needing clarification were noted which prohibit our approval of this agreement as submitted. First, we note that Mr. Litchfield's letter calls attention to the removal of one pole more than mentioned in your Staff Attorney's letter. Approval of this portion of the work cannot be made until you adequately define the conflict and establishing reimbursability through exchange of correspondence.

Second, the City's letter of December 13, 1963 states that Portland General Electric Company will perform all the necessary work for the City. There was no evidence furnished to support this manner of performing work as required by paragraph 6d of PPM 30-4. If this work is to be performed under an approved continuing contract the exchange of correspondence should make direct reference to this contract.

The City's December 13 letter also requested payment on a lump sum basis. The Estimate submitted by the City was prepared prior to date of letter requesting lump sum basis of payment and apparently was not revised to contain the detail as required for this method. May we direct your attention to PPM 30-4(4) in regard to the necessary analysis of the estimated cost of the proposed adjustment, which should be followed when requesting this type of payment.

NOTED
LLOYD P. SHAW

original To Young
1-23-64

RECEIVED
JAN 23 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 20, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

RE: Temporary Detour Lighting
Bureau of Lighting and Power
City of Portland
S.W. Broadway-Ross Island Br. Section
Stadium Freeway & Pacific Highway
Multnomah County
Project Nos. I-405-8(5) & I5-6(48)301
Contract No. 6331

Herewith the following data pertaining to the above subject:

(1) Two copies of a letter dated January 14, 1964 from the City of Portland's Bureau of Lighting requesting approval of the attached temporary lighting plans. The City has requested that detours be lighted with equal intensity as existing lighting on adjacent city streets.

(2) Two copies of the revised estimate of cost for doing the work.

(3) Two copies each of three sketch maps prepared by the City showing the work to be done.

(4) Two copies of a letter of approval from our Traffic Engineer.

Temporary lighting on 1st Avenue was discussed by Messrs. Schell and Heala and authorization to proceed with the work, subject to further review, was given for 1st Avenue detour only effective December 20, 1963.

Your approval of this agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 21-6.3 is requested on the following basis:

1. Authorization to proceed with the work as shown on the attached sketch maps with the exception of 1st Avenue.

NOTED
LLOYD P. SHAW

2. Authorization to proceed with the work on 1st Avenue effective December 20, 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

Enc.

PGP:fp

cc: Lloyd Shaw
Ivan Merchant
J. W. Nash
Jack Heale

RECEIVED
JAN 13 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 8, 1964

SUBJECT: S.W. Broadway - Ross Is. Br. Sec.
Stadium Freeway
Contract: 6331

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Att: Mr. G. L. Decker

Transmitted herewith are four (4) prints showing the proposed wall change at the Caravan Motel at S.W. Fourth and Caruthers. These prints differ from the ones sent you December 23, 1963 in that measurements from the property line to the existing building are shown. One print is colored in red to show encroachment on private property and is what we intend to use with our "Permit of Entry".

I discover that the City of Portland has not been consulted on this change. A copy of my letter to Mr. Fowler is attached. The print used with Fowler's letter is the same as those accompanying this letter, without coloring. The City Engineer will not be available for approval of this wall location until Monday, January 13. I will advise you as soon as we hear from him.

I have asked the Resident Engineer to furnish some additional information on the construction of the motel building such as type of wall construction, depth to footings and elevation of slab floor. This information will be forwarded as soon as available.

A. V. Benedict
Assistant Metropolitan Engineer

AVB:mw

Enclosures /4 prints

cc: Mr. Ivan D. Merchant
Mr Ed Hardt

CONSTRUCTION DIVISION
RECEIVED
JAN 9
COS

FORM S-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan Street
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

January 8, 1964

Mr. Fred T. Fowler
Highway Coordinator
1220 S.W. Fifth
Portland, Oregon

Re: S.W. Broadway-Ross Is. Br. Sec.
Stadium Freeway
Contract: 6331

Dear Mr. Fowler:

Please refer to sheet 4A of the plans.

In the southwest quadrant of the S.W. 4th and Caruthers intersection, plans call for building a wall inside the street boundaries around two sides of the Caravan Motel. The motel owner has requested that plans be changed and the wall along the north side of the building be built on his property immediately adjacent to his building. This change would extend around the corner to the steps on the east side of the building. The steps and sidewalk on the east side of the building would also be extended to the building. There would be no change in the wall itself south of the steps.

Two prints, scale 1"=10', are attached showing the proposed changes. The maximum encroachment on private property would be 1 ft. 3 inches. We are proposing to go in on a "Permit of Entry" which will include a "Hold Harmless" clause.

Please advise if this wall proposal meets City requirements and whether or not this change in plan will be approved. Sheets showing the change in plans will be submitted for formal approval as soon as the wall has been redesigned.

Very truly yours,

F. B. Klaboe
Metropolitan Engineer

By

A. V. Benedict
Assistant Metropolitan Engineer

AVB:mw
cc: Mr. Ivan D. Merchant
Mr. F. D. Morgan
Mr. Ed Hardt

FORM E-30X 50M 3-63 49606

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 7, 1964

To: MEMO TO THE FILES

SUBJECT: S.W. Broadway-Ross Island Bridge Section
Stadium Freeway
Contract No. 6331

A revision to the retaining wall treatment at the southwest quadrant of the intersection at S.W. 4th and Caruthers was suggested by the field and approved by the Construction Office (see attached sheet).

An encroachment of 1 foot 3 inches on the north and east sides of the Caravan Motel property (Mr. Mazzocco) was originally to be covered by a construction easement. This was subsequently changed to a permit of entry.

Mr. Benedict called on January 6 to discuss appropriate wording of this permit of entry. In discussion with Frank McKinney, the following points were emphasized:

1. The City should go on record as approving the revision.

2. Determine extent of jurisdiction after construction. (Entire street will revert to City on completion.)

3. After approval by City, get oral permit from Caravan Motel indicating the permit, in its final form prepared by our Legal Department would contain hold harmless clauses.

By teletype today, January 7, 1964, Mr. Benedict requested the Legal Department to start on hold harmless clauses. This has been done.

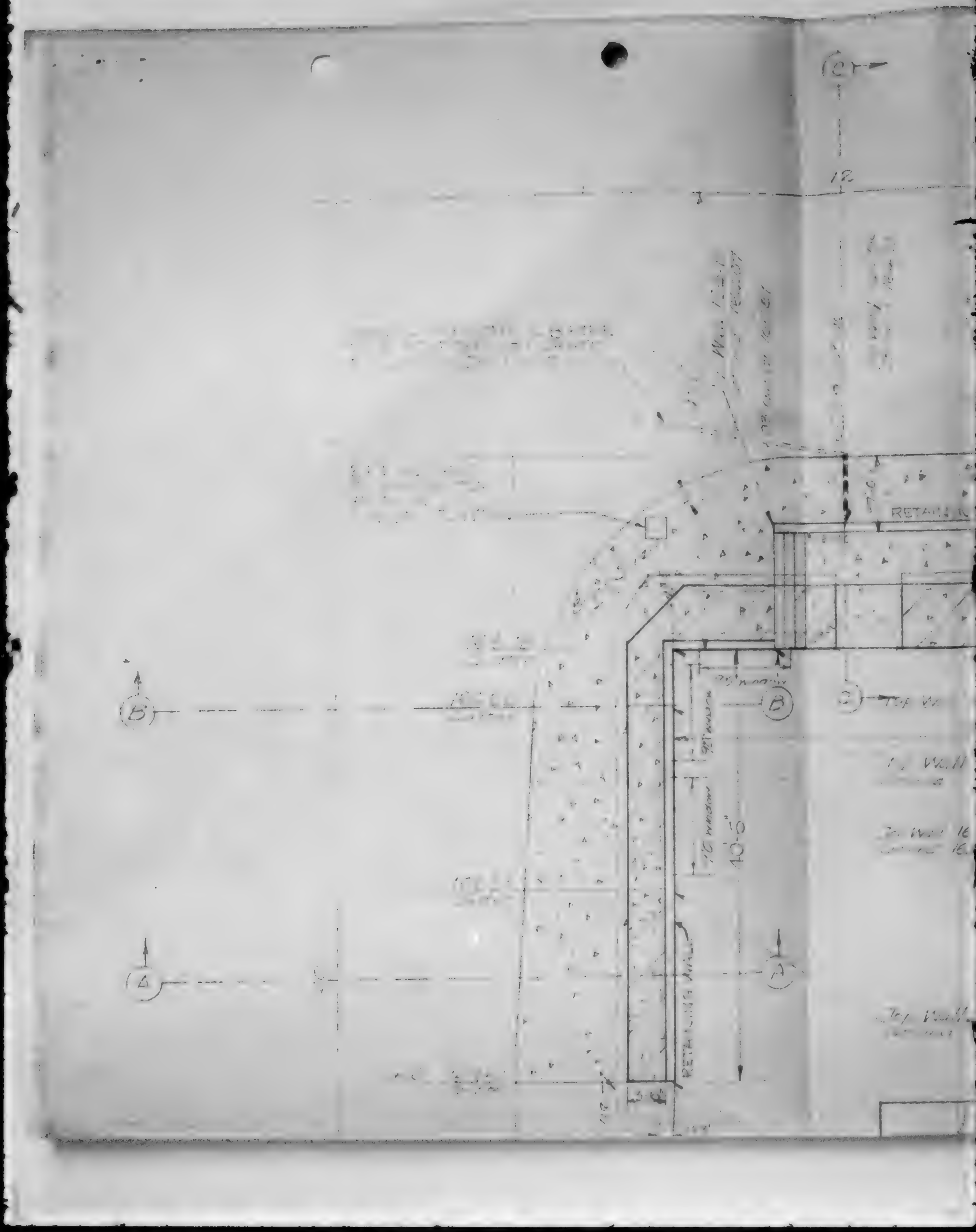
Mr. Benedict was asked to supply extra prints of the proposed revision to accompany copies of this memo.

ORIGINAL SIGNED by G. L. DECKER

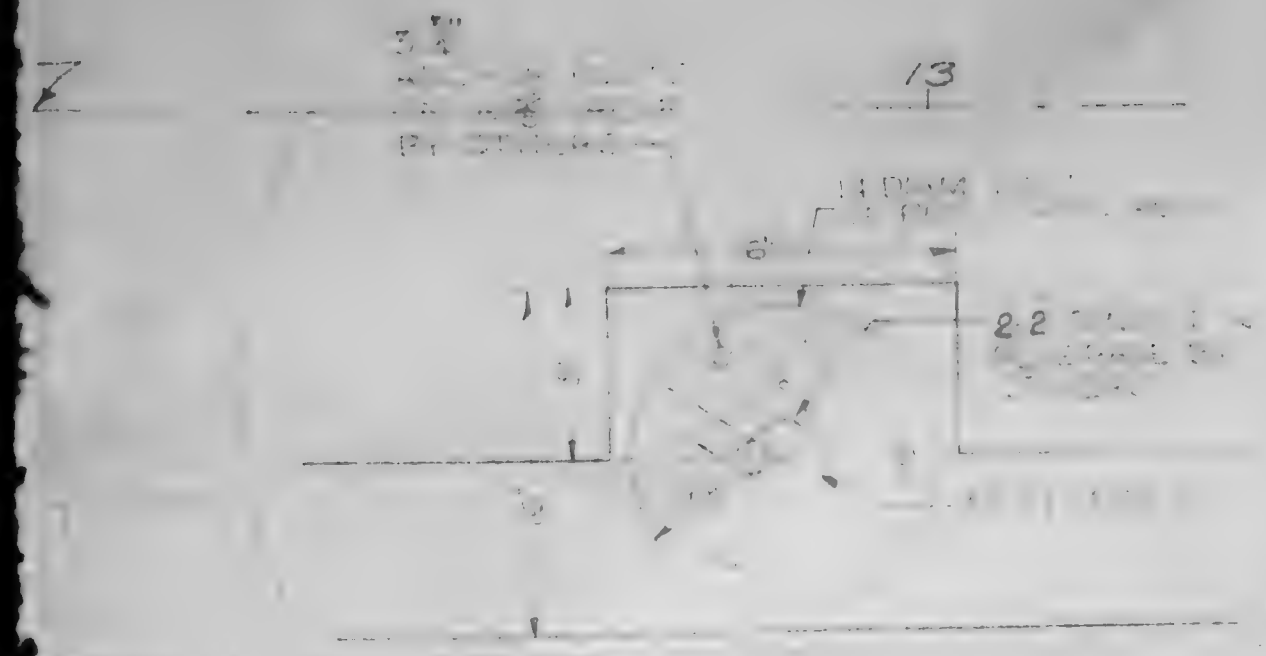
G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc Lloyd Shaw
F. B. Klaboe
Frank McKinney

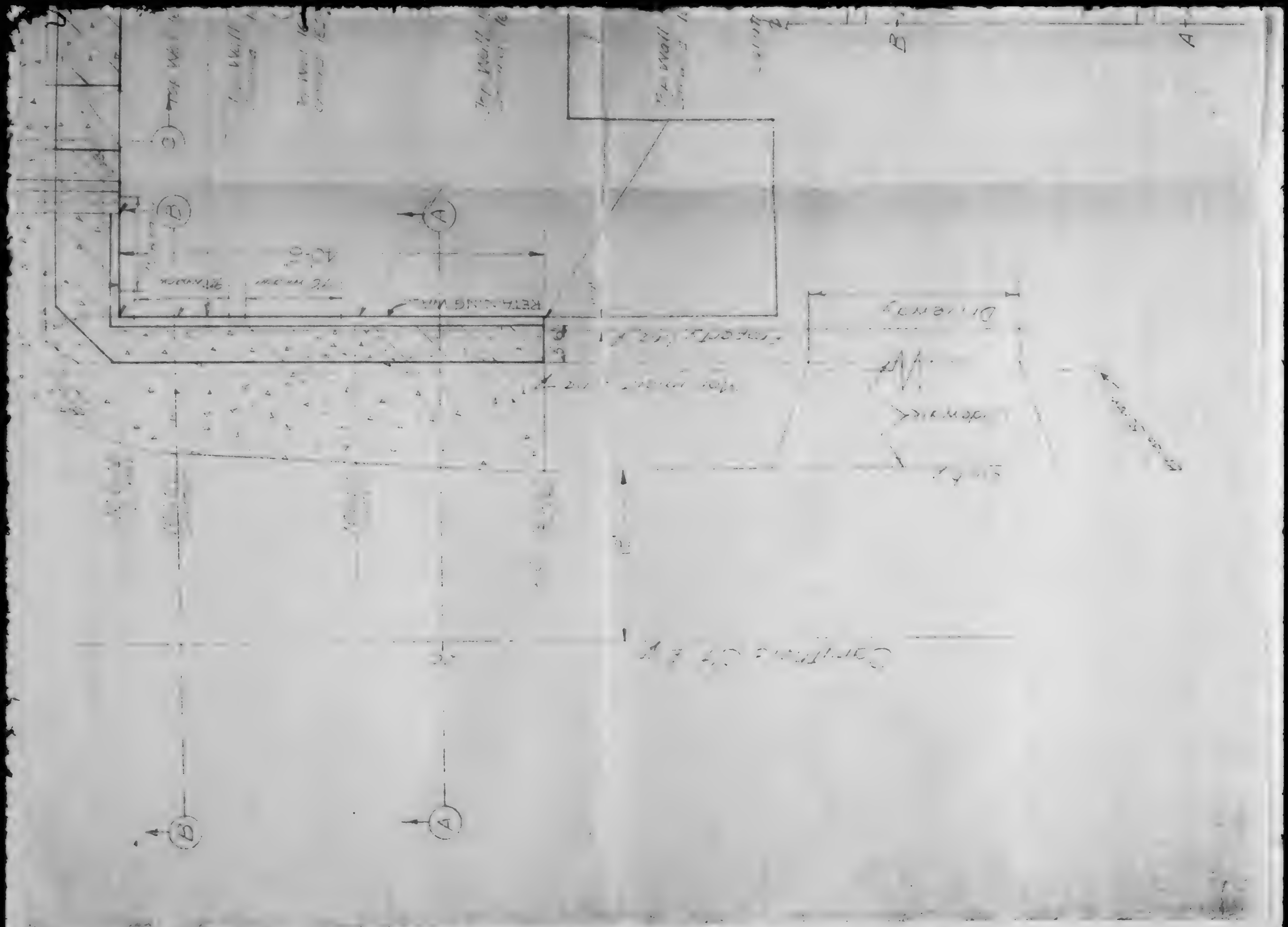
Distribution of this memo held until prints received. See attached copy of Jan 8 letter from Benedict & red print furnished McKinney this date 1-9-64 KG


12
RETAIN
B
B
A
A
40'-0"


16"
LOT 1
LOT



EXTRA SIDEWALK
DETECT HAND RAIL



EXTRA
DEDUCT H
SHRUBS T

S W

S.W. 4th

S.W. Broo

Stadium

Scale 1

Ea

LOT 1

BLOCK 25 CARUTHERS ADD

Ave

2% Slope

B - B

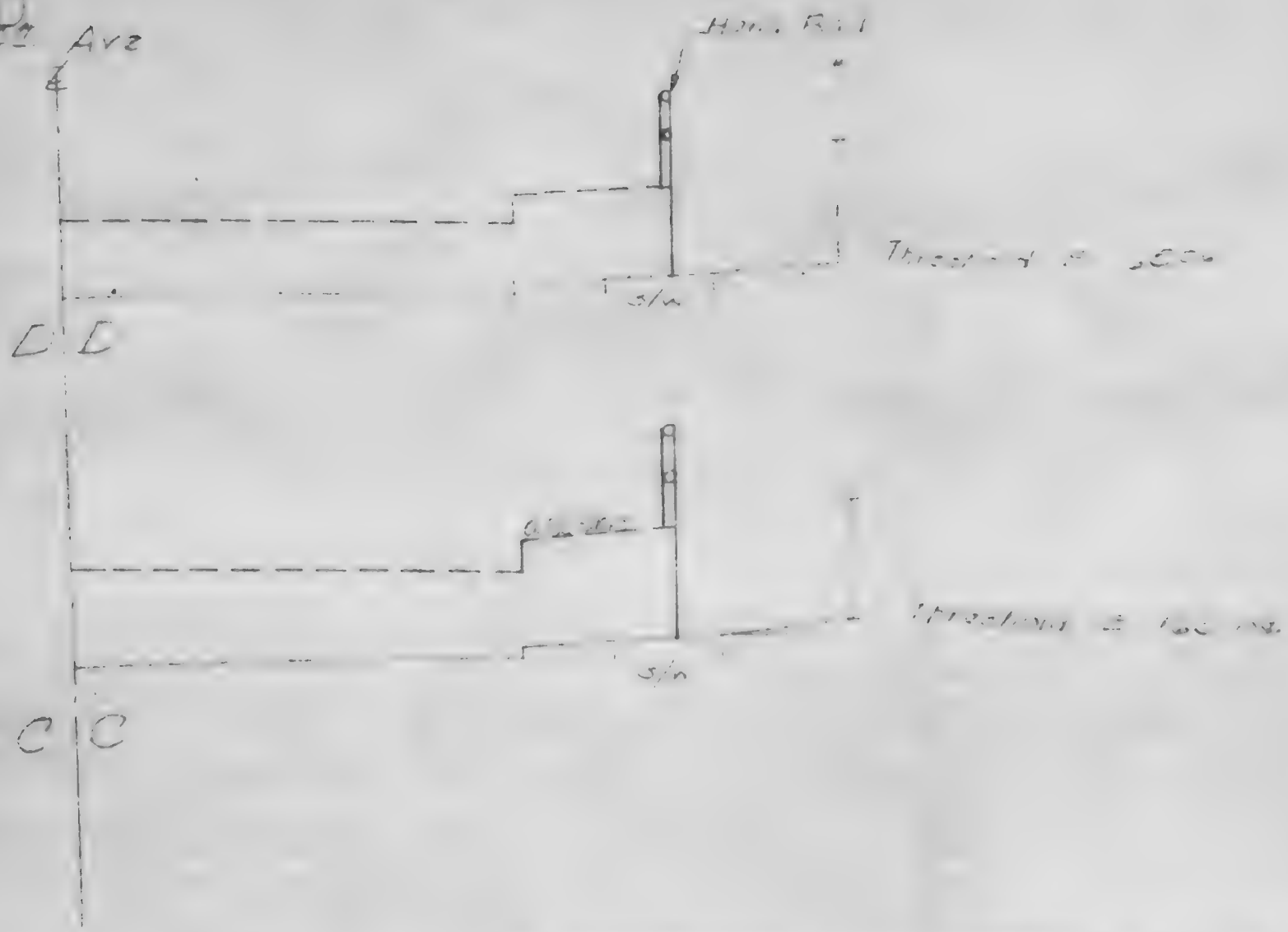
D D

C C

A - A

EXTRA SIDEWALK 61 YD²
DEDUCT HAND RAIL 61 FT
SHRUBS TO BE REMOVED BY OWNER

ADD



RECEIVED
JAN 10 1964
FOR FILING

CONSTRUCTION DIVISION
RECEIVED
JAN 8 1964
NOTED-- CE ACE COE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1964

SUBJECT: S.W.Broadway-Ross Island Bridge Sec.
Stadium Freeway & Pacific Highway
Contract No. 6331

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention: Mr. G. L. Decker

I have for reply your letter of Dec. 26, 1963, to which was attached a letter to you from A. V. Benedict, and a letter to the Donald M. Drake Company from Jay B. Boyd, with respect to the wasting of materials in the Willamette River in an area known as Aqua Marina.

It is my understanding that the wasting of materials under the above contract is the sole responsibility of the contractor so long as the material is disposed of in a manner not unsatisfactory to the State Highway Engineer, the City of Portland, or Multnomah County. Therefore, it is my opinion that the State Highway Department should not concern itself with how or where the contractor disposes of his material so long as he complies with the contract.

There are at least three federal and state agencies which might be concerned with the dumping of materials into the Willamette River which is, of course, a navigable stream. These agencies are: the State Land Board which by law has jurisdiction over the beds of all navigable streams and lakes in the state; the U. S. Corps of Engineers which, according to law, has a right to prohibit either the filling or construction across any navigable river in the United States; and possibly the Port of Portland which, pursuant to ORS Chapt. 778, has been granted by the legislature a considerable amount of authority over the Willamette River within and around the City of Portland, and the Oregon and Columbia Sloughs, including portions of the channels of the Willamette and Columbia Rivers.

As mentioned above, however, it is the sole responsibility of the contractor to deal with any or all of these agencies in the wasting of materials.

Frank C McKinney

FRANK C. McKINNEY
Chief, Office Section

OFFICE OF
STATE HIGHWAY ENGINEER

FCMcK:ks

cc: L. I. Lindas
A. V. Benedict

Copy to Shaw

FORM S-20 REM 11-61 40220

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 20, 1963

SUBJECT: S. W. Broadway-Ross Island Bridge Sec.
Stadium Freeway & Pacific Highway
Contract: 6331
Prefix: 626-1092

To: Mr. Frank D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

Attention: Mr. G. L. Decker

Transmitted herewith is a copy of a letter which Mr. Boyd has written to the contractor, Donald M. Drake Company; together with a copy of Mr. Boyd's letter of transmittal to us, calling the contractor's attention to the possibility of incurring some liability to the State Land Board in his land fill operation. These letters were the result of my request that Mr. Boyd check on the advisability of cancelling File No. 28128, in accordance with Mr. Saling's letter of December 11, 1963. The two letters are entirely self-explanatory.

We request that you ask the Legal Department to pass on the question posed by Mr. Boyd, regarding our responsibility in the placing of this material.

A. V. Benedict
Assistant Metropolitan Engineer

AVB/cp

Enc.

CC: Mr. Ivan D. Merchant
Mr. J. B. Boyd

CONSTRUCTION DIVISION
RECEIVED
DEC 23 1963
NOTED-

FORM S-123K

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 18, 1963

DONALD M. DRAKE COMPANY
1600 N. W. Savier
Portland, Oregon

ATTENTION: Mr. R. E. Grant

Dear Mr. Grant:

On Saturday, November 2, Mr. Frank Jarvis and I drove down to the location of one of your waste areas. This waste area is apparently known as "Agua Marina". The owner, Mr. Gene Campbell, was on the site and was introduced to me by Mr. Jarvis. The question as to any problems as far as the disposition of the materials was raised at this time.

Mr. Campbell assured me that the harbor line was considerably out from the present bank of the river and that no problems in filling to that line would be encountered. Some question was in my mind at the time as to what valid right an upland owner has to extend his ownership into the river, and I intended to do some research at that time.

Discussing this problem with title people yesterday, it was their opinion that the title to the stream resided in the State Land Board and that in this area it would behoove the owner to make his settlements with them before any extensive fills were placed; also, that the dangers of damage to adjacent properties was present. It is not clear as to our responsibilities in this matter, as the materials become your property. However, in the contract one additional admonition is given to us that the material shall be disposed of in a manner which is "not unsatisfactory to the engineer, the City of Portland and the County of Multnomah". I am sending a copy of this letter to our legal staff to see if we have any responsibility.

Other than this one point, I believe the problem is yours, and that this information is given to you merely as a courtesy.

Very truly yours,

Jay B. Boyd

Jay B. Boyd
Resident Engineer

JBB:sb cc Mr. F. B. Klaboe

Enclosure

FORM S.30 REV. 11-61 40M30

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 18, 1963

SUBJECT: Disposal of Waste Materials
S. W. Broadway-Ross Island Bridge Section
Stadium Freeway & Pacific Highway
Contract: 6331
Prefix: 626-1092

To: Mr. F. B. Klaboe
Metropolitan Engineer
O F F I C E

ATTENTION: Mr. A. V. Benedict

I am attaching a copy of a letter which I am sending to the Donald M. Drake Company to bring to their attention possible problems in their disposal of waste to the site of the Agua Marina. This matter was discussed with Mr. Herb Alstadt, President of Title and Trust Inc., yesterday and his opinions as to the ownership of that portion lying between the low water of the Willamette River and the harbor line is that the fee holder is the State Land Board.

I am sending a copy of this letter to you for transmittal to our legal staff to see if we have any responsibility as to the policing of the disposal of this waste and whether, if problems develop as to ownership of the land on which the material is placed, the State Highway Department would be a party to any legal action.

I also discussed with Mr. Alstadt the cancellation of File No. 28128 which covers an easement extending from the river bank across Dock property owned by Bardee. It is the opinion that in this case if any fills were placed in this area or any structure was built on the property owned by Bardee, they would have the responsibility of carrying our storm water from the 42-inch pipe out to the river.

Jay B. Boyd
Resident Engineer

JBB:sb

Enclosure

cc File No. 28128 - Bardee

REFERRED TO
Benedict
Date: _____ By: _____
For: Transmit to Morgan for legal opinion
Due Date: _____

METROPOLITAN ENGINEER
RECEIVED
Noted ☒ MB ☐ AME ☐ ☐ ☐

RECEIVED
DEC 27 1963
COMMISSIONERS
GLENN L. JAQUA, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

RE: Adjustment & Removal of Permanent Lighting
on Front Ave. and Harbor Drive
Portland - Bureau of Lighting & Power
S.W. Broadway-Ross Island Br. Section
Stadium and Pacific Highways
Multnomah County - Contract No. 6331
Project Nos. I-405-8(5)301 and
I-5-6(48)301

Herewith the following data concerning the above subject:

(1) Two copies of a letter from the City requesting a lump sum payment.

(2) Two copies of a revised sketch map prepared by the City showing the work to be done.

(3) Two copies of the City's estimate of cost for making the adjustment.

(4) Two copies of our Staff Attorney's letter to the City, dated November 8, 1963, which describes the conflicts and establishes the obligation of the State to reimburse the City. You will notice the City's estimate calls for the removal of one pole more than mentioned in our Staff Attorney's letter. After the project had been staked, it was found it would be necessary to remove the extra pole.

Your approval of this agreement on a lump sum basis as evidenced above and authorization to proceed under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Attach.
PGP:fp
cc Lloyd Shaw
Ivan Merchant
Jack Hesla

RECEIVED
DEC 23 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

December 18, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

By: T. Dec
Engineering Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Projects I-405-8(5)301 & I-5-6(48)301
S. W. Broadway-Ross Island Bridge Section
City of Portland Water Main & Fire Hydrant Utility Adjustments

Our memorandum dated August 5, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated April 13, 1962 covering utility adjustments and traffic control measures was approved by this office on July 9, 1962. We now approve the supplemental Staff Attorney's letter, dated August 13, 1963, with the exception of the reference to a non-applicable July 24, 1963 agreement, as well as the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Litchfield's letter dated October 1, 1963.

Our program memorandums dated November 20, 1962 and July 31, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date with exception as hereafter noted. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

That portion of the 6" pump main located in S.W. Cardinell Drive from S.W. 10th Ave. to S.W. College St. is not approved. It does not conflict with construction of this project and is not set out as being eligible for reimbursement in the Staff Attorney's letter. This exception also includes the fire hydrant relocation at S.W. College St. and S.W. Cardinell Dr. and cutting and plugging of main at S.W. 10th Ave. and S.W. Clifton St. Also, in view of recent decisions to perform all future water main relocation work under the construction contract rather than on a force account basis by the city utility, this seems an opportune item to include under the new procedure.

original To Young
12-23-63

NOTED
LLOYD P. SHAW

Approval is withheld for the remaining portion of the 6" pump main pending your exploring the possibility of negotiating with your present roadway contractor for performance of this relocation work. It is our opinion that this would provide economic advantages as well as elimination of possible conflict between construction forces. This method would also place responsibility and control of coordinating utility and roadway construction activities within this segment upon the contractor.

Approval is also withheld for installing 1,260 feet of 24" main located in right of way from 40'± West of Station "C"$_5$ 488+09.52 PC to S.W. Whitaker St. for the same reasons as described in above paragraph. It is our understanding that likelyhood of conflicts between construction forces and delays of roadway work because of this utility relocation are of paramount concern under the present proposal. We likewise request that you explore possibility of performing this work under your construction contract.

Approval is also withheld on the 24 inch water main in S.W. 5th Avenue. This conflict is adequately described in an inter-departmental letter dated December 12, 1963, furnished this office. We are not able to approve this work for reimbursement on the basis of inter-departmental correspondence. This additional work should be covered through an exchange in correspondence between the State and the city in order to become a part of the agreement. A satisfactory manner of incorporation of our approval of this addition would be to provide this office with three copies of your correspondence and we will approve and return one.

We note that there are numerous small work items included on the utilities' sketch and estimate report that are not provided for in your Staff Attorney's letter or elsewhere. These consist of hydrant relocations and other alterations to water facilities. We would have no objection to a general reference being made covering the less costly detail construction items. We are approving work of this nature included in the estimate and sketch map for this adjustments with the understanding that each of these detail alterations to water facilities are associated with one or more of the conflicts listed in your Staff Attorney's letter and that they do not constitute additional services or betterments.

It is felt that the engineering review of this installation was not made in sufficient detail. Further submissions should include this review.

We commend you on your new procedural approach for pre-design conferences and the inclusion of as many utility adjustments as possible under contract bid items.

RECEIVED
NOV 14 1963
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

November 8, 1963

Original signed by
G. R. Brooks
Dist[illegible]

A. W. Parsons, Division Engineer
08-35-EC Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-405-8(5) 301, I-5-6(48)301
S.W. Broadway - Ross Island Bridge
Stadium Freeway Section
Pacific Power & Light Company Utility Adjustment

Our memorandum dated August 5, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project. Subsequent to this approval it has been determined that certain facilities belonging to the subject company are in conflict with construction.

Since the conflict in question is located on private property and not covered under your agreement with the City of Portland, we hereby approve your informal agreement with the Utility. This agreement, as evidenced by your Mr. Jack Heala's letter dated October 22, 1963, and the utility's letter dated October 10, 1963, as well as the plans and estimate furnished therewith was transmitted with Mr. Litchfield's letter dated October 28, 1963.

Our program memorandum dated November 20, 1962 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on October 11, 1963. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

NOV 15 1963
ENGINEER

original to Young
cc Litchfield
11-14-63

RECEIVED
NOV 5 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 28, 1963

City of Portland
Bureau of Fire, Fire Alarm Department
915 N. E. 21st Avenue
Portland, Oregon 97213

ATTENTION: Mr. Calvin S. Mulanax

Re: Fire Alarm Relocation
S.W. Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highway
Multnomah County
Projects: I-405-8(5)301 & I-5-6(48)301
Contract No. 6331

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of September 11, 1963.

Reimbursement for work performed subsequent to September 11, 1963 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

NOTED
LLOYD P. SHAW

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: L. P. Shaw
A. W. Parsons
L. H. Young
C. H. Maison
F. B. Klaboe
Ed Hardt
Jack Hesla

RECEIVED
OCT 28 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 28 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6331

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 18, 1963

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

RE: S. W. Broadway-Ross Island Br. Sec.
Stadium Freeway & Pacific Highway
Prefix: 626-1092
Contract: 6331

Gentlemen:

This is to inform you that a contract has been awarded to the Donald M. Drake Company to construct 1.08 miles of grading, paving, structures and signing on the Stadium Freeway and Pacific Highway from S. W. Broadway Street to the Ross Island Bridge.

The work will require approximately 632,000 cu. yds. roadbed excavation, 1,480 cu. yds. curbs and islands, 6,600 lin. ft. chain-link fence, 7,400 lin. ft. guard rail, 13,000 tons sand subbase material, 50,300 tons crushed base material, 12,000 tons Class "B" asphalt concrete, 900 sq. yds. reinforced bridge end panels, 37,000 sq. yds. standard reinforced concrete pavement, 26,950 cu. yds. structural excavation, 21,250 cu. yds. select backfill, 117,100 lin. ft. treated timber piling (2,232 piles), 2,876,700 lbs. metal reinforcing, 17,762 cu. yds. Class "A" concrete, and 172,675 lbs. structural steel.

Mr. Edward Hardt and Mr. Jay B. Boyd will be our Resident Engineers on the project. Their telephone number is 235-8911, extension 63. Mr. Hardt's home telephone number is OL4-7103. Mr. Boyd's home telephone number is OL4-0427. Any questions arising during the progress of this work should be directed to them.

Very truly yours,

F. B. Klaboe
Metropolitan Engineer

By: Jack M. Cartwright
Metropolitan Office Engineer

cc Mr. R. L. Porter
Mr. A. E. Johnson
Mr. B. P. Huntley
Mr. Ed Hardt

JMC:sb

RECEIVED
OCT 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L PORTER

RECEIVED
OCT 10 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

October 1, 1963

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-405-8(5)301
S.W. Broadway-Ross Island Bridge Section
City of Portland Fire Alarm Utility Adjustment

Our memorandum dated August 5, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated April 13, 1962 covering utility adjustments and traffic control measures was approved by this office on July 9, 1962. We now approve the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Morgan's letter dated August 27, 1963.

You were authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments on September 11, 1963, which is the effective date for all the work. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
LLOYD P. SHAW

Original to Young
10-10-63

RECEIVED
OCT 1 1963
COMPTROLLER'S OFFICE

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 24, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Fire Alarm Relocation
S. W. Broadway-Ross Island Br. Section
Stadium Freeway and Pacific Highway
Multnomah County
Projects: I-405-8(5)301 & I-5-6(48)301
Contract No. 6331

Dear Sir:

In reply to your memorandum dated September 13, 1963, concerning this subject, later field investigations proved the estimate and sketch submitted on August 27, 1963, was the true representation of the conflicts as they exist.

The abovementionted letter describes, among others, a conflict of the fire alarm system on S. W. Broadway from College to Jackson Streets. This sytem occupies telephone conduit space. Upon notification by the telephone company that their lines would soon interfere with telephone relocation they called our Field Utilities Liaison Engineer to ask for emergency approval, but found he was not available.

The City made this relocation in cooperation with the telephone company, deciding it was more desirable to fulfill their obligation to Pacific Northwest Bell Telephone Company than to wait for formal approval of the State and Bureau of Public Roads. This portion of work done without formal approval amounted to approximately $300.00 and was completed on August 23, 1963. The remainder of reimbursable work on this project was started after receiving verbal authorization to proceed on September 11, 1963.

We believe the best interests of the public were obtained by not holding up the non-reimbursable work of Pacific Northwest Bell Telephone Company, as it is desirable to have these conflicts removed as soon as possible.

Under the circumstances as stated above we request your approval of the portion of work done without prior authorization.

PGP:bjm

cc: L. P. Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
Jack Hesla

Very truly yours,
F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
SEP 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

RECEIVED
SEP 5 1963

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 29, 1963

Original signed by
A. W. Parsons
Division Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Projects I-405-8(5)301 and I-5-6(48)301
S. W. Broadway-Ross Island Bridge Section
Grading, paving, structures and signing

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above projects, we hereby concur as of this date in the award of contract No. 6331 to Donald M. Drake Company of Portland, Oregon, low bidder in the amount of $4,409,000.50 at the August 27, 1963 bid opening.

Mr. Litchfield's August 26, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in these projects. As stated in our August 5, 1963 letter authorizing advertising, authorization to proceed with all reimburseable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
cc Litchfield
9-5-63

NOTED
LLOYD P. SHAW

FORM S-123

RECEIVED
AUG 30 1963
FOR FILING

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 29, 1963

Donald M. Drake Company
1600 N. W. Savier Street
Portland 9, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6331 for the following project:

Grading, paving, structure and signing on S. E. Broadway-Ross Island Bridge Section of Stadium Freeway and Pacific Highways in Multnomah County.

This award was based on your low bid of $4,409,000.50 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 30 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 23, 1963

To: MEMO TO THE FILES

SUBJECT: S. W. Broadway-Ross Is. Br. Sec.
Stadium Freeway

During the past two days I have had several conversations with Mr. Lloyd Shaw and others concerning the proposed use of the Maletis disposal area opposite Rasmussen's Village on Barbur Boulevard. This is an old slide area that has been examined by Geologists Ed Johnson and Dan Gano. While their examination was very cursory and amounted to only visual examination, they feel that there could be complications affecting Barbur Boulevard if the area was loaded in an indiscriminating manner.

The plans for this project anticipate that there will be an excess of some 483,000 cubic yards and several of the contractors who have looked over the job are strongly considering the Maletis tract for the disposal site. In view of the possible damage to our highway, Mr. Shaw has advised me that we will resist the use of this disposal site as much as we legally can. We will in no way be a party to it. Our resistance will include amongst other things advising all the contractors that contact us that:

1. We do not like the idea of placing material here.

2. We will not allow any material to be placed amongst or upon land owned by the State Highway Department.

3. We will resist the issuance of a permit to enter the property from Barbur Boulevard.

4. We will not allow a contractor to cut the median island on Barbur Boulevard for easy return to town.

Resident Engineer Boyd has been instructed to contact all other contractors that have previously seen him and advise them of these facts. Mr. Morgan and Mr. Young will also contact any contractors that have discussed the matter with them.

NOTED
LLOYD P. SHAW

copy to Lindus
8-30-63

Mr. Shaw also informed me that Mr. L. I. Lindas was forwarding a letter to Mr. Charles Peterson, attorney for Maletis, setting forth our objections to the use of this site and further stating that if the site is used, we will hold them fully responsible for any damage to the highway.

It should also be stated here that the Maletis property contains several slide areas. Furthermore, the history of all the land along this section of Barbur Boulevard is one of dangerous slide potential. We have had numerous slides already that have involved Barbur Boulevard and find that in most cases there is an underlying layer of clay which when lubricated or stressed acts as a slip plane.

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Ed Johnson
Mr. Ed Hardt

Salem, Oregon
August 23, 1963

Mr. L. I. Lindas
Chief Counsel
B u i l d i n g

Proposed Embankment on
Maletis Property Near
S. W. Seymour and Barbur
Boulevard

Bidders on the Broadway to Ross Island Bridge Section of the Stadium Freeway have contacted the Metropolitan Division office in regard to the possibility of placing waste material on the property lying south of Seymour Street, west of S. W. Barbur Boulevard. The property is now owned by Pete and Belle Maletis and is under negotiation where we are attempting to acquire access rights to S. W. Barbur Boulevard which they may or may not possess at this time.

We do not wish to be a party to placing material on this property. It is considered to be of doubtful stability, and the area on which Barbur Boulevard is located has had a bad record for settlement and horizontal movement in the past.

Our prospective bidders on the project who have seen fit to contact the Metropolitan office, have been informed that access will not be permitted by way of Barbur Boulevard. Also, if material is transported to that area by some other route, it will be placed on the Maletis property over our objections.

Will you please contact the Maletis interests and advise them of our feelings in the matter.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc F. B. Klaboe
F. D. Morgan

RECEIVED
AUG 26 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1963

SUBJECT: S. W. Broadway-Ross Island Bridge
Prefix: 26-1473

To:

F. B. Klaboe
Metropolitan Engineer
P O R T L A N D

Reply is to your letter of 15 July signed by Mr. Benedict.

Means of minimizing possible criticism of construction features in the subject location have been explored. The result was the subject of the recent conference with Commissioner Bowes which you attended. Apparently nothing more can be done until Mr. Fowlers return from vacation.

It is believed that plant boxes, although expensive to maintain, can be added; cutting the pavement is not favored. In lieu of planting vines at the base of walls which is impractical due to the extent of foundations, it is planned to plant at the top to achieve the same purpose.

F. D. Morgan
Construction Engineer

cc: L. P. Shaw
M. H. Astrup

OTED
YD P. SHAW.

RECEIVED
AUG 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 5, 1963

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Project I-405-8(5)301 and I-5-6(48)301
S.W. Broadway-Ross Island Bridge Section
Grading, paving, structures and signing

P. S. & E. documents for the subject projects have been reviewed and are hereby approved concurrently with Mr. Nash's July 29, 1963 request for approval of an individual project program change adding paving and 5 additional structures to Project I-405-8(5)301. You are authorized to advertise the combined projects for bids. A signed copy of a title sheet for each project is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, the project is now available for contractor's occupancy and use and that relocation advisory assistance and/or payments were made available as indicated in Mr. Wright's July 26, 1963 letter.

The use of the May, 1963 Supplemental Standard Specification for Corrugated Metal Pipe is approved for this specific project.

For the prestressing reinforcement on the Stadium Freeway Undercrossing of Harbor Drive the use of 7/16" or 1/2" diameter, 7-wire strands with ultimate stress of 270 k.s.i. is approved as an alternate for this specific project.

Your August 1, 1962 status of preparatory work for utility adjustments indicates that no delays are anticipated. Your March 22, 1962 agreement with the City of Portland covering traffic control measures and handling of utility adjustments was approved by this office on July 9, 1962. A separate agreement covering construction of a combination sewer on S.W. Third Avenue was approved on November 23, 1962 and you were authorized to proceed with the work on that date under Project I-405-8(5)301. Authorization to proceed with the remaining reimbursable city-owned utility adjustments is withheld until plans and detailed estimates are furnished to and approved by this office.

original To Young with attach.
cc Gifford
8-13-63

Authorization to advertise is given with the understanding that you will include the installation of curb and rail joints in the Harbor Drive structure, eliminate the sign at Station C_5 492+40, drawing S 285, and will make any corrections found necessary following completion of our review of the plans and special provisions.

NOTED
LLOYD P. SHAW

RECEIVED
JUL 26 1963
FORM E-123X
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 22, 1963

Mr. J. J. Robertson
Chief Engineer
Portland Development Commission
2130 S. W. Fifth Avenue
Portland, Oregon

RE: S. W. Broadway-Ross Is. Br.
Pacific Highway

Dear Mr. Robertson:

Reference is made to your request that the State Highway Department paint the chain link fence a bronze color throughout the section lying within the limits of the urban renewal development. We are talking about 2,000 feet, more or less, of fence.

As you know, the standard chain link fence erected by the State Highway Department is galvanized and does not require much maintenance. If we were to paint the fence as suggested, not only would we be required to pay the initial cost of the paint, but we would also be required to repaint it every few years. Furthermore, there will be plantings near much of the fence which will eventually shield it from view.

Under the circumstances, we do not believe that the State Highway Department should comply with your request.

If your organization feels that this work is necessary, and if you are willing to pay for the initial cost and assume the responsibility for maintenance, please advise by letter and we will forward your request to the Salem office. Undoubtedly some sort of agreement could be reached that would be satisfactory to the Bureau of Public Roads and to the State Highway Department.

Very truly yours,

Original Approved by F. B. Klaboe

F. B. Klaboe
Metropolitan Engineer

JUL 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:sb
cc: Mr. Lloyd P. Shaw
Mr. F. D. Morgan
Mr. Ed Hardt

RECEIVED
JUL 22 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 15, 1963

SUBJECT: S. W. Broadway-Ross Is. Br.
Prefix: 26-1473

To Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. D. J. Barbee

A few days ago Mr. Shaw requested that I contact Mr. Fowler and ascertain what his thoughts were concerning the landscaping of the median areas on this project. I had a conference with Mr. Fowler and enumerated below are their requests.

1. The landscaping of a median in Mr. Fowler's opinion is desirable from the standpoint of the elimination of headlight glare and to allay the expected vociferous objections from the art groups to the effect that we are neglecting the esthetic appearance of the freeway.

2. The City fully realizes that the area available for landscaping is restricted to a maximum of about five (5) feet (between the inside of the median rail) and agrees that the nine (9) feet of width remaining in the median area outside the rail is important for emergency vehicle parking.

3. They further agree that the maintenance for 100 percent lineal planting would be overly burdensome.

4. As a compromise to full lineal planting they suggest, we investigated the possibility of some sort of staggered planter box type of installation. Such an installation should adequately screen the columns that will be planted in the medians.

It was also suggested that we give some consideration to planting along the bases of the proposed retaining walls in order to enhance their appearance.

I am not of the opinion that the City is going to make a strong issue out of this median type facility. However, they are very susceptible to the views and/or criticism of the Portland art groups and believe that if the State does not make an attempt to break the broad expanse of pavement, we will never hear the end of the subject.

It is suggested that Mr. Astrup be consulted in this matter to see what could be developed in the way of staggered planter box landscaping that would be relatively maintenance free and not require excessive watering.

for
F. B. Klaboe
Metropolitan Engineer

FBK:sb

cc: Mr. Lloyd P. Shaw
Mr. Mark Astrup
Mr. Luther Freeman
Mr. Ed Hardt

RECEIVED
JUL 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(47) Marquam Br. Superstructure, 1963
301 Pacific Hwy. in Portland
#6332 Folder # 3

RECEIVED
FEB 27 1967
FOR FILING

I-5-6(47) F-1
6322

February 23, 1967

Mr. Dale F. Gilman
Chief, Bureau of Fire
Department of Public Safety
City of Portland
55 S. W. Ash Street
Portland, Oregon

Dear Mr. Gilman:

I wish to acknowledge your recent letter directed to our Metropolitan Office requesting the installation of identification markers for fire hydrants on the ground, the markers to be placed on the Marquam Bridge and its approaches. The Highway Department will install these markers at appropriate locations as you have requested.

It is suggested that you contact Mr. L. W. Rulien. He is located at our Division Office, 9200 S. E. McLoughlin Boulevard. You and Mr. Rulien, whose sign crews will make the installations, can then work out a mutually satisfactory installation plan. I would request that the size of these identification markers be kept as small as is practical to eliminate any distraction to motorists that might possibly result from their being seen by a driver.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. E. Johnson
E. S. Hunter (enc.)
L. W. Rulien

LEG:nic ia

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 16, 1967

SUBJECT: Marquam Bridge
Fire Hydrant Identification

To: Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attached you will find a copy of a letter from Dale Gilman, Chief, Bureau of Fire, City of Portland, along with the Bureau of Fire's equipment assignments for the Marquam Bridge and a print of a proposed hydrant marker sign.

The Bureau of Fire, through the above correspondence and through discussions with this office, are requesting that hydrant markers be placed at approximately ten locations on both Marquam Interchanges. They feel it is necessary to their operations that their personnel located on the interchange structures be able to notify headquarters of the location of the nearest hydrant.

These markers would be in the form of the attached sketch, or any other form which we would approve. They would be mounted flush on both sides of the concrete parapet at locations nearest hydrants on the ground. A numbering system would be developed identifying each hydrant. This would enable fire-fighting personnel on the structures to notify others which hydrant to use for a particular emergency.

The Fire Bureau has hopes, assuming that the above mentioned signs are installed and prove satisfactory, of marking all hydrants adjacent our freeways with similar signs. In other than structure areas, they would propose mounting signs on the right-of-way fence.

Your instructions regarding the City's request are solicited.

A. E. Johnson
Metropolitan Engineer

By: Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

Carl Berge - OK
R & Right of Way

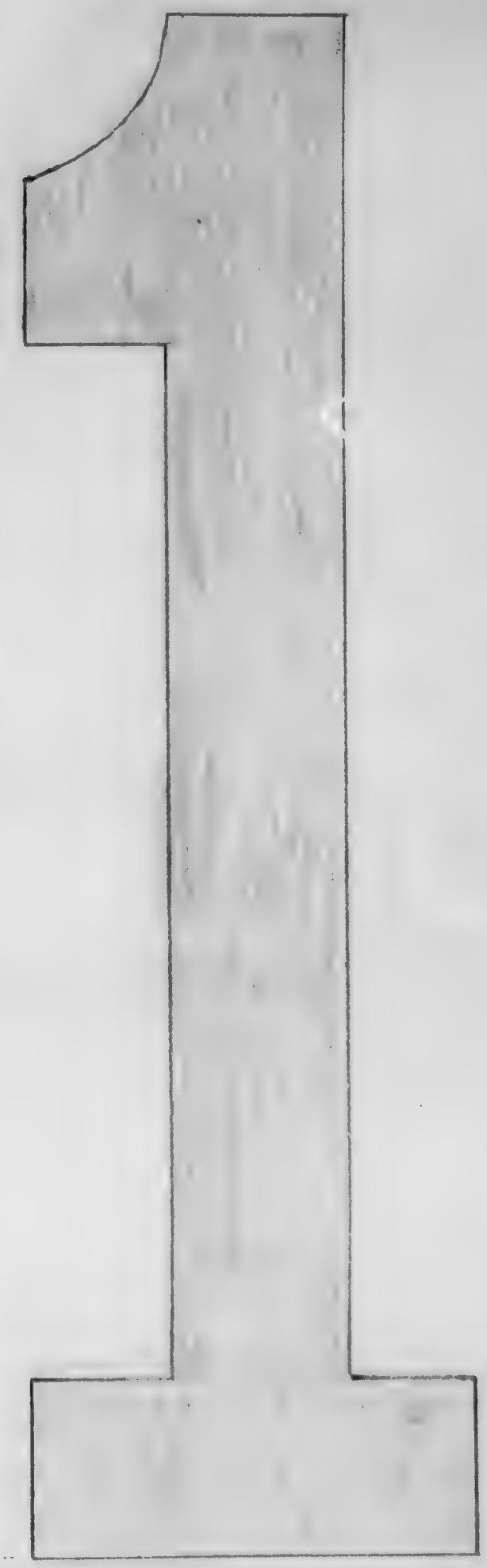
ELH:dm
Enclosure
cc: Mr. L. A. Rulien

RECEIVED
FEB 17 1967
TRAFFIC ENGINEERING

RECEIVED
FEB 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Red Reflective
Numbers on
White Reflective
Background

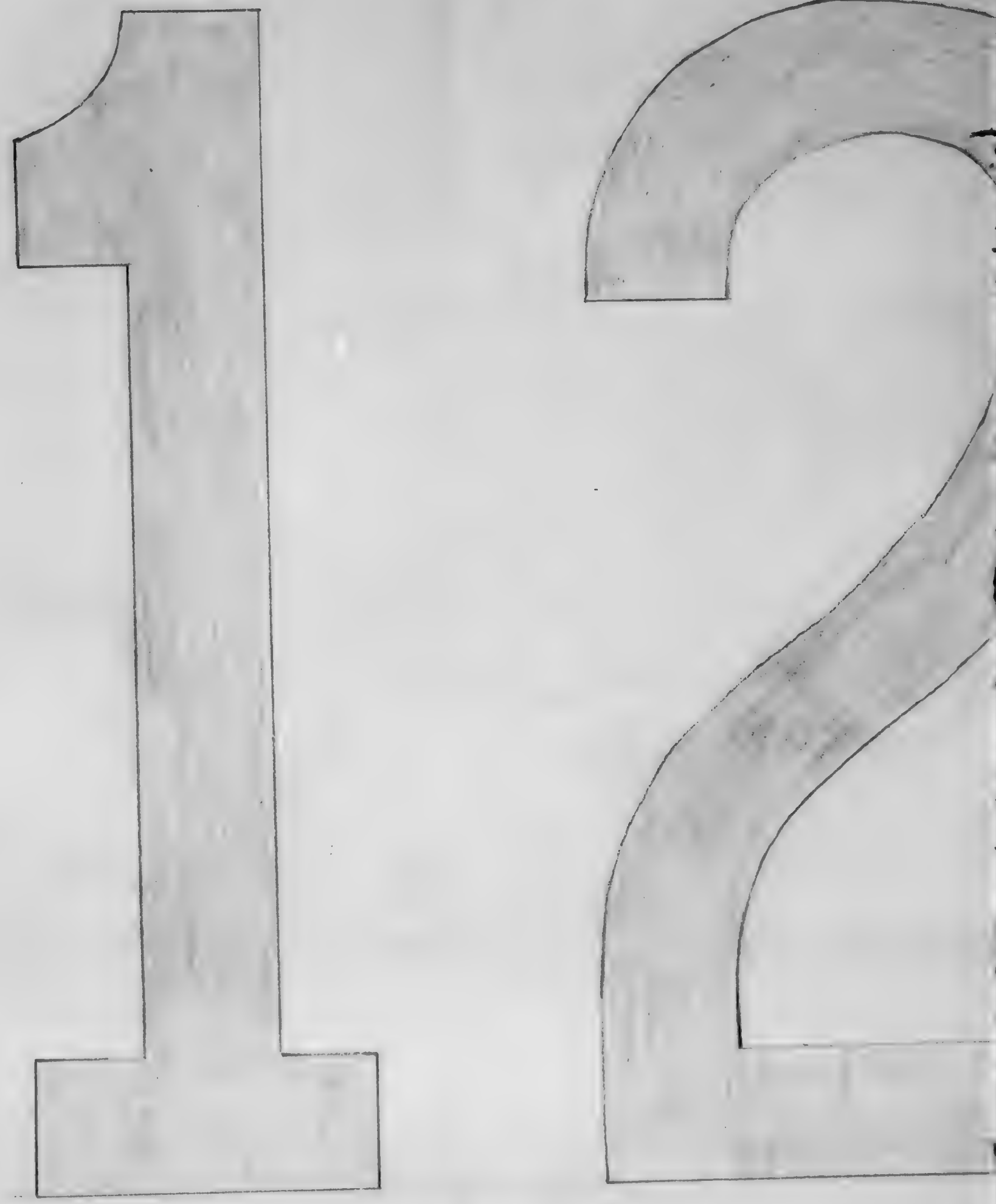
H



HYD.



HYD.



HYD.



PHONE: 228-6141
EXT. 481

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC SAFETY

STANLEY W. EARL, COMMISSIONER

BUREAU OF FIRE

DALE F. GILMAN
CHIEF
55 S.W. ASH ST.

February 9, 1967

Mr. A. E. Johnson
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Johnson:

We have prepared a comprehensive procedure for fire emergency on the Marquam Bridge and bridge approaches. The plan calls for a substantial response from each side of the river and for a complex operation at all levels and locations, including the ground below. Needless to say, the success of a fire fighting operation will largely depend on the coordination of assigned units by radio. In other words, the Commanding Officer must know where to place assigned units with respect to fire hydrant locations on the ground.

For the purpose above described, we must have a number of numerical designations on the bridge and bridge approaches. This has been discussed with Mr. Hardt and I think there is a mutual understanding as to sign specifications and the necessary number. However, Mr. Hardt has asked that this request be directed to you.

Very truly yours,

Dale F. Gilman

DALE F. GILMAN
Chief, Bureau of Fire

DFG:eh

METROPOLITAN AREA
RECEIVED
FEB 10
BUREAU OF

5325

A_____

PORTLAND BUREAU OF FIRE

B_____

Portland, Oregon

C_____

LETTER OF INSTRUCTION (67-7)

February 1, 1967

MARQUAM BRIDGE PRE-FIRE PLAN

The following plan and assignments are for fire emergencies only on the Marquam Bridge and its approaches. In the event of a major fire incident on the Marquam Bridge or its approaches, Alarm Box 13-99 will be used for a response. The assignment for this box will be as follows:

Engines 4, 10, 21, 29, Trucks 2, 1, Fireboat 1
Squad 1, Chemicals 1, 2, Battalion Chiefs 1, 2, Assistant Chief

Unless ordered otherwise by the Operator or Officer-In-Charge, the above assignment will deploy as follows:

DEPLOYMENT

Engine 4:

To hydrant or standpipe (as directed by Chief on Bridge) under West approaches.

Manifold 4:

To Bridge (upper level) by way of Stadium Freeway.

Engine 10:

To Bridge (upper level) by way of Macadam Street approach.

Truck 2:

To area under West approaches to assist Engine 4 and to ladder when needed.

Engine 21:

To Bridge (lower level) by way of approach off Williams Ave. at Wheeler Street.

Engine 29:

To hydrant or standpipe (as directed by Chief on Bridge) under East approach.

Truck 1:

To area under East approach by way of Morrison Bridge to East Water Street, to assist Engine 29 and to ladder when needed.

5385

DEPLOYMENT (cont)

Chemical 2:

Fire on either level:

To Bridge by way of Stadium Freeway (West End)

Squad 1:

Fire on Upper Level:

To Bridge by way of Stadium Freeway (West Side)

Fire on Lower Level:

To Bridge by way of Williams Avenue approach at Wheeler (East Side)

Chemical 1:

To Bridge (Lower Level) by way of Minnesota Freeway. Lines can be pulled to Upper Level for fire on Upper Level.

Boat 1:

Report under Bridge and Standby for instructions from Chief on Bridge.

Battalion Chief District 1:

To Bridge (Upper Level) by way of Stadium Freeway approach.

Battalion Chief District 2:

To Bridge (Lower Level) by way of Williams Avenue approach at Wheeler.

Assistant Chief:

To Bridge (Upper or Lower Level according to fire scene)

Back-up companies to be directed by the Operator at the time of dispatch will be Engines 13-23-3-2, Trucks 4-5-3.

For minor fire emergencies or accidents not involving fire, the Operator will dispatch a response from the above assignment in accordance with the information received.

NOTES:

If laddering is needed from lower level to upper level on West Side, Truck 5 can come in from the East on the lower level.

Companies on the Bridge can lower hose lines to Engine 4 on West Side and Engine 29 on the East Side.

In a fire situation that requires more apparatus than here assigned, the Chief can call and direct those companies to lower and upper levels as needed.

After traffic is no longer flowing, and it is considered safe to do so, companies could be directed in against the normal traffic pattern.

Radio communication between Chiefs and various units is of vital importance.

Dale F. Gilman

DALE F. GILMAN
Chief, Bureau of Fire

POST ON ARCH FILE FOR CALENDAR YEAR, THEN FILE IN COMPANY FILE.

RECEIVED
DEC 1 2 1966
FOR FILING
6332

December 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. I-5-6(47)301

Dear Sir:

Your March 1, 1966, endorsement noted that contract work on Contract No. 6332, Marquam Bridge Section in Multnomah County, Federal-Aid Project No. I-5-6(47)301, was satisfactory. The State Highway Commission authorized acceptance of the contract as of May 26, 1966.

Attached or listed below are the data necessary for your acceptance of the project.

There was no participating work under State Force Order by State Forces or others.

Contractor's wage certification is dated 5-13-66.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JK:cr

cc: C. H. Maison
I. D. Merchant
R. N. Chase

RECEIVED
OCT 17 1966

FOR FILING

7 6 ( ) 1
6232

BP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 14, 1966

To: L. L. Grandall
Traffic Engineer
State Highway Building
Salem, Oregon 7310

SUBJECT: Traffic Volumes
"Before" & "After"
Marquam Bridge Westbound

Traffic count data were obtained "before" and after" the lower deck of the Marquam Bridge was opened to traffic. Enclosed is a map showing the traffic volume data for each location studied.

Listed below are the more important locations and the changes in traffic at these places:

	24-Hour Weekday		
Location	"Before"	"After"	Change
Steel Bridge	61,000	56,000	- 5,000
Morrison Bridge	55,000	48,000	- 7,000
Harbor Drive (North of Burnside)	52,000	47,000	- 5,000
Marquam Bridge	------	14,300	+14,300
Stadium Freeway	13,250	20,000	+ 6,750
4th. Avenue Off	1,000	2,700	+ 1,700
6th. Avenue Off	2,800	4,500	+ 1,700
12th. Avenue Off	4,600	7,950	+ 3,350

The changes which occurred on the Steel Bridge, the Morrison Bridge and the Stadium Freeway are of interest. The 7,000 decrease on the Morrison Bridge has greatly relieved the weaving problem on the Eastbank approach to the bridge.

As a matter of general interest, it is now possible to travel from the Interstate Bridge to the Tigard Interchange, a distance of 14 miles, in 14 minutes without exceeding the posted speeds.

NUIEL
F.B. KLABOE

These counts will be continued after the upper deck is opened, and another release will be made sometime thereafter.

Because it is believed that this information is of general interest, copies are being routed to other persons as indicated below.

Edward L. Hardt
Assistant Metropolitan Engineer

By
Dennis L. Peterson
Metropolitan Traffic Engineer

DLP:ch

Enclosure

cc Forrest Cooper (Enc)
F. L. Porter (Enc)
Tom Edwards (Enc)
F. R. Klaboe (Enc)
Lloyd Shaw (Enc)
Victor D. Wolfe (Enc)
E. S. Hunter (Enc)
T. D. Morgan (Enc)
L. W. Dulien (Enc)
D. L. Peterson (Enc)
Don Bergstrom, (Enc)
City of Portland

FORM S-189

RECEIVED
OCT 3 - 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 29, 1966

Lord Brothers Contractors, Inc.
9233 N. Calvert Avenue
Portland, Oregon 97217

Attention: Mr. Pat O'Callaghan

re: East Marquam Interchange

Dear Mr. O'Callaghan:

This will confirm that on Tuesday, September 27, Mr. Tom Edwards, Mr. E. L. Hardt and I met with you relative to certain work items remaining to do on the Marquam Bridge and also for the purpose of determining a proposed opening date for the bridge.

After reviewing the work situation, it was decided we would establish October 4 as a target date for opening the "C" Line, or lower deck, even though a few items of work remain. Opening of this portion would be contingent on erection of the large sign bridge at the north end of the "C" and "D" Lines and painting same.

It was proposed to you, and substantiated, on September 28, that the following items of work would be included in an Extra Work Order to be paid for by the State:

(1) Install and maintain guardrail along the wall and pedestrian ramp work area and necessary flagging for bringing in equipment and/or material;

(2) Flagging, if required, to complete painting the light poles and sign bridges. In this regard, it was agreed that you would attempt to have the sign bridges given the final coat of paint in the shop and a touch-up paint job would be applied after erection. If weather permits and if it is determined necessary to paint light poles over the weekend utilizing overtime, it was agreed that the Extra Work Order would provide for the overtime costs in lieu of waiting and painting under traffic;

(3) The Extra Work Order would include provision for payment for cranes for erecting downspouts or paying for flagging if erected from the deck. It appears feasible that they can be erected from the deck under flagging operations;

(4) Provide for temporary guardrail and/or flagging around work area for finishing lower columns and beams from the deck under traffic;

(5) If you do not have the armored plates grouted before the deck is opened to traffic, you will be required to complete this work under traffic. The flagging required by this operation will be paid for as one of the extra work items.

It was agreed that we would delete the sign panels from the contract since you have indicated that it has been impossible to obtain a delivery date and the fabrication of these panels has not been started. It was also agreed that we would delete the remaining paving of the esplanade walkway from the contract.

This will confirm that you were advised verbally that three joints on the "C" Line would require grinding, but that the balance of any deck grinding on the "C" Line will be deleted. You have indicated to me this date that grouting of the armored plates under traffic, even though the Highway Department assumes flagging costs, will be a more expensive operation for you than if it were done without traffic. As stated to you previously, we believe this should be a matter of corrective work. You have attempted to grout these armored plates with cement grouting, which has been unsatisfactory and, therefore, must advised you that any adjustment of cost other than the flagging costs will be handled on a claim basis.

Very truly yours,

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Tom Edwards
F. D. Morgan
Ivan D. Merchant
Robert Shotwell

RECEIVED
SEP 22 1966

E-5-6(47) Sc1
6222

September 21, 1966

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration in answering the September 16 letter from Mrs. B. M. Borich of Portland who transmitted information re the builders of Marquam Road.

I believe the suggestion is self-explanatory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attachment

cc: Forrest Cooper
Victor D. Wolfe
A. E. Johnson

RLP:ms bg

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

September 21, 1966

Mrs. B. N. Borich
4034 N. E. 18th
Portland, Oregon 97212

Dear Mrs. Borich:

Thank you for your September 16 letter and the article concerning the builders of Marquam Road and the history connected with it.

It is not contemplated that any formal dedication ceremony will be held when the Marquam Bridge is opened to traffic. These activities are being combined with a "ribbon cutting" in Douglas County that will mark the completion of Interstate Route 5 throughout our state. I am sure you can understand that with so many segments of the route being finished and opened to traffic this year a formal ceremony in connection with each increment does not seem feasible.

I am very appreciative of your taking the time to send me this interesting historical information.

4034 N. E. 18th
Portland, Oregon 97212
September 16, 1966

Governor Mark Hatfield
Salem, Oregon

Dear Governor Hatfield:

Attached is a brief article regarding the builder of the Marquam Road, Judge Philip Augustus Marquam. We thought this might be of interest to you as the Marquam Bridge in Portland will soon be opened.

As my father and brother and a grandson of Judge Marquam's are the only living descendents with the Marquam name in this area, I would like to request that they be asked to attend the ceremony of the bridge opening.

Could you please forward this request to the parties responsible for this event.

Reverend J. A. Marquam 4880 S. E. Allen Road Milwaukie, Oregon	Grandson
Mr. O. A. Marquam Marquam, Oregon	82 year old great nephew
Mr. Ross Marquam Marquam, Oregon	great great nephew
Mrs. Jewell Marquam Whitten 835 N. E. Church Portland, Oregon	great niece
Mrs. Dorothy Marquam Barbur 706 Laurel Avenue Tillamook, Oregon	great niece

Sincerely,

Mrs. B. N. Borich

RECEIVED
SEP 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 20 1966
OREGON
STATE HIGHWAY COMMISSION

BUILDER OF THE MARQUAM ROAD

Philip Augustus Marquam, seventh child and youngest son of Philip Winchester Marquam and Charlotte Mercer Poole, his wife, was born on the Poole manor, near Baltimore, Maryland, in 1823. Here he spent his youth, and later, wishing to become an attorney, he purchased a student's law library and began the arduous course under the tutelage of Godlove S. Orth, and able barrister, a member of Congress, and later Minister to Russia.

Having worked and studied alternate hours for three years, Philip undertook a course of lectures at the Bloomington, Indiana law school. To this he added the study of Latin which he mastered sufficiently to serve the legal purpose he had in mind.

Just at that time the California gold fever struck and, in order to help his father, whom a long illness had handicapped financially, the young man decided to make the overland trek. Traveling with the Henry Banta party, he reached the Middlecreek placer mines and began panning operations in the fall of 1849. This was hostile Indian country and after several brushes with the red men, during which he received at least three arrowheads in his body, (two of which he removed painfully with his pocket knife, the third he carried to the grave), he concluded he had had enough of mining, so went to Fremont, in Yolo County, in the spring of 1850.

Here he erected a frame building, established an office and began the practice of law. In April, however, he was elected judge of the county and at once took and active part in organizing state and county government. Before going more deeply into his various duties, he wished to pay a visit to his brother, Alfred

Marquam and his family who had settled a few miles north and east of Silverton in Marquam, Oregon in 1845. Accordingly, he took passage on a steamer and arrived in the village of Portland on August 13, 1851.

On his way up the Columbia and Willamette Rivers, Mr. Marquam became so enamored of the green hills and valleys on the sides of the river that he determined to make his home in the Northwest. Upon completing his visit, he returned to California, resigned his office, sold his building, then came back to Portland and again began to practice his chosen profession.

On May 8,1853 Philip married Mary Ann Shull-Kern at Cedar Mill. Their own white frame house, with scroll work outlining the under-eaves, was ready for them and here they lived until after their first three children, Mary Emma, Philip Augustus, Jr., and William were born.

Always a lover of Nature, Judge Marquam had from time to time spent what little leisure he could spare in exploring the wooded hills surrounding Portland, especially the rugged, tip-top portion of the highest one, southwest of the town, even climbing a tall tree in search of an expansive view over the surrounding forest. As a result he purchased 298 acres of what had been termed the Donner claim until that time, and which ever since has been known throughout the state as Marquam Hill.

Following this, he opened a roadway, entirely at his own expense, from what is now the head of S. W. Sixth Avenue, entirely up the hill to the top and here he erected a compact pioneer house after clearing adequate space amid the forest.

As a result, he purchased 298 acres of what had been termed the Donner claim until that time, and which ever since has been known throughout the state as Marquam Hill.

Following this, he opened a roadway, entirely at his own expense, from what is now the head of S. W. Sixth Avenue, entirely up the hill to the top and here he erected a compact pioneer house after clearing adequate space amid the forest. To this lofty location he moved his family in 1858 and here they lived for many years, enduring countless hardships of the frontier existence while the number of increased by eight, totaling eleven all told.

Throughout this while, Judge Marquam maintained his office down town, much of the time walking back and forth or riding horseback, later driving a light cart, then horse and buggy. For most of their schooling, at old Portland Academy and Femal Seminary, or St. Helen's Hall, the children trudged the entire distance twice each school day.

In 1862, Philip A. Marquam was elected Judge of Multnomah County and filled the four-year term so acceptably that he was re-elected for the second one by a large majority. During his entire tenure of office he was absent but one day and that was occasioned by illness in his family.

In 1882, he was nominated and elected to the Oregon State Legislature, although he had made no active campaign for that honor, and as was his custom, fulfilled his duties to the satisfaction of all who knew him.

Harvey W. Scott, able and renowned editor of the Portland Oregonian, pays tribute to his friend and contemporary, Judge Marquam, in several instances in his authentic volume, History of Portland, Oregon, published in 1890. Excerpts run as follows:

(Judge Marquam) "recently has completed a theater building known as the Marquam Grand, which for elegance of appointments is not excelled on the coast, and which in connection with the store and office building he is now constructing, will form the finest structure in Portland and greatly add to the architectural appearnace of the city....Of late years Judge Marquam has gradually been relinquishing the practice of his profession, his private interests demanding all his time and energies....he has always taken an active interest in whatever was for the best of the city and county. Positions he has been called upon to fill have come unsolicited, and have been accepted in obedience to the clearly expressed desire of his fellow citizens that his services were needed. Duty to the public rather than his own inclination or personal interests has controlled his actions in this regard....."

Always at his own expense, Judge Marquam repaired and preserved the road, (using in later years Chinese labor, the only kind available), which he had built and paid for out of his own pocket from the beginning and which ran, as it does today from the head of Southwest Sixth Avenue to the top of the mountain, which was known for many years as Marquam Heights.

After a nation-wide depression, and unscrupulous persons he had trusted had robbed him of his and his helpmate's lifetime gains, consisting of much property, and the splendid theatre and business block so dear to their hearts, the heights property was bought by the late Joseph Healy.

References:

History of Portland, by Harvey W. Scott, 1890

Portland, Its History and Builders, by Joseph Gaston, 1911

"Judge Philip A. Marquam was also one of the early members of the Portland bar, and one of the most influential, getting his title from long service to the county as county judge, during which time he laid the foundations of nearly all the public works of the county. He has always held a high place in the confidence and esteem of the people. Nearly all the highways outside of the city were laid out during Judge Marquam's long administration, and in hundreds of other ways he contributed to the public welfare and built up the state....Marquam Hill, south of the city, was one of his first purchases of real estate and will for all time commemorate his life and work for Portland and his fellow citizens".

From a writing of Mary Agnes Kelly, grandaughter

The Story of Oregon, by Julian Howthorne, Vol 1, published 1892

History of the Columbia River Valley From The Dalles to the Sea

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SEP 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 20 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

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SEP 13 1966
FOR FILING
LLOYD QUERY, SECRETARY
SALEM

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PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 9, 1966

LORD BROS. CONTRACTORS INC.
9233 N. Calvert
Portland, Oregon

ATTENTION: Mr. Pat O'Callaghan

Re: Marquam Bridge Opening

Dear Mr. O'Callaghan:

On September 7, 1966, we met with you relative to extra costs in order to open the lower deck of the Marquam Bridge by September 19 or 20. At this time, you presented some seven (7) items of work which would require additional compensation for overtime work, flagging, barricading, etc., with a tentative estimate, including percentages, in the neighborhood of $10,000.

Both this office and our Salem office have considered payment of this sum and the benefits accruing to traffic for such an early opening as well as the additional difficulty which would be presented to your operations.

This will confirm information given you this morning, by telephone, that it is our decision that we do not pursue the early opening, and defer any decision for opening of the lower deck until a later date.

We will reappraise the situation the last week of September, and confer with you at this time to determine a more suitable date for opening both decks to traffic.

As discussed with you by phone this morning, this will permit you to proceed with pile driving operations for the pedestrian ramp ~~forwith~~ access by removal of the right of way fence and with no interference by traffic.

NOTED
TOM EDWARDS

At this time, it would appear to this office that by the first of October it would be possible to complete the painting of structural steel, and erection and painting of the light standards. On this basis, it would be possible to open the lower deck about October 3 or possibly during the ensuing week with only minor items of work remaining which would require only flagging. Tentatively, we would use this period for a target date.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:dm

bcc: Mr. Tom Edwards
Mr. Ivan D. Merchant
Mr. Bob Shotwell

RECEIVED
JUL 26 1966
FOR FILING

July 25, 1966

Mr. David B. Simpson, Member
Oregon State Highway Commission
c/o Norris, Beggs & Simpson
711 S. W. Alder Street
Portland, Oregon 97205

Dear Dave:

It is my hope that we will be able to open the Marquam Bridge without speeches and music. I realize that some people enjoy "pomp and circumstance" but I doubt that much is gained by these ceremonials.

If you agree with my thinking, I have enclosed a letter which can be mailed to Mr. Lockwood.

If you want to make a speech, let me know.

Kindest regards,

Forrest Cooper
State Highway Engineer

FC:fn

Enc.

cc Glenn L. Jackson
R. L. Porter
Tom Edwards
Victor D. Wolfe

July 15, 1966

Mr. David B. Simpson
Norris, Beggs & Simpson
711 S. W. Alder Street
Portland, Oregon 97205

Re: Dedication of Marquam Bridge

Dear Dave:

Following your suggestions I enclose herewith one copy of each of the following letters: My letter to Milo K. McIver, dated September 29, 1960 and Mr. McIver's reply to me dated October 10, 1960.

To bring the matter up to date, my grandson Marquam H. Longwood is now 17 years of age. He lives with his parents, Mr. and Mrs. James C. Longwood, at 480 Horizon, Eugene, Oregon 97405, and will be available any time to participate in the Bridge Dedication.

In my letter to Mr. McIver I stated that as far as I knew our grandson was the only living descendant of Judge Marquam to bear the name "Marquam," but I have since been told that Robert E. Gunderson of Gunderson Bros., who married a daughter of a grandson of Judge Marquam, also has a son named Marquam. Perhaps the Highway Commission might like to invite both these boys to participate.

I enclose a copy of this letter and the two letters mentioned herein so that you may send same on to Salem and keep this for your file.

Thank you very much indeed for taking care of this.

With kindest personal wishes,

Sincerely,

Roland Lockwood

ROLAND LOCKWOOD
3121 N. W. Cumberland Road
Portland, Oregon 97210

RECEIVED
JUL 18 1966
OREGON
STATE HIGHWAY COMMISSION

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W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

October 10, 1960

Mr. Roland Lockwood
3121 N. W. Cumberland Road
Portland 10, Oregon

Dear Roland:

I have taken up your letter of September 29, regarding your grandson being permitted to take part in the dedication ceremonies of the proposed Marquam Bridge, with the highway people in Salem and they think it is a good idea.

Your letter is being put on file and at the appropriate time, I have asked them to contact you so that you grandson could be on hand at the dedication ceremonies. Thanks for bringing this to our attention.

Best regards,

Sincerely,

M. K. McIver

MKM:f

M. K. McIver
Chairman

RECEIVED
OCT 18 1966
OREGON
STATE HIGHWAY COMMISSION

September 29, 1960

Mr. Milo K. McIver, Chairman
Oregon State Highway Commission
225 S. W. Broadway
Portland 1, Oregon

Re: Dedication of Proposed
Marquam Bridge

Dear Milo:

As a grandson of the original Judge P. A. Marquam, I am pleased that the proposed new bridge is to be named in memory of that rugged pioneer who was so prominent in the early development of Portland.

I have a grandson, Marquam H. Longwood, age 11, who is particularly excited that the new bridge is to bear his name, for, insofar as we know, he is the only living descendant of my grandfather bearing the name "Marquam." Without any suggestion on the part of the family he has come up with the idea that he would like to participate in the dedication. As might be expected from one of his age, cutting the ribbon is what he has in mind.

If the Commission feels it would be appropriate to consider participation by my grandson, please have this filed to come to attention at the proper time.

Thanking you very much for your attention to this, I am

Sincerely,

Roland Longwood

RECEIVED
JUL 18 1966
OREGON
STATE HIGHWAY COMMISSION



1135' CONTINUOUS TIED ARCH DESIGN #6

MARQUAM BRIDGE

1350' STIFFENED TIED ARCH

RECEIVED
JUL 11 1966



CONTINUOUS TIED A[illegible] DESIGN #6

AM BRIDGE

STIFFENED TIED ARCH

RECEIVED
JUN 1 - 1966

May 27, 1966

Federal Insurance Company
Bonding Department
617 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6332 awarded to American Bridge Division, U.S. Steel Corporation, for construction of the Marquam Bridge on the Pacific Highway in Multnomah County was completed on February 25, 1966, and accepted by the Highway Commission on May 26, 1966.

Final payment in the amount of $147,758.83 will be released to the contractor after June 6, 1966. The total contract amount is $3,018,516.48 including $11,115.04 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhn
cc American Bridge Division
U.S. Steel Corporation
309 S.W. 4th Avenue
Portland, Oregon 97204

Marsh & McLennan-Cosgrove & Co., Inc.
Equitable Building
Portland 4, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAY 26 1966
FOR FILING

F 5.6 (47) e
1 1 1

May 26, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed February 28, 1966, on Contract No. 6332. The contract was with the American Bridge Division of the United States Steel Corporation and was for construction of the Marquam Bridge on the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 26, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
A. E. Johnson

bg

RECEIVED
MAR 22 1966
FOR FILING

Public Information Office
Oregon State Highway Department

FACT SHEET - MARQUAM BRIDGE

1. Length: 1043 feet main river crossing.

2. Width: 57-foot travelway, both upper and lower decks (4 lanes each deck), with eastbound traffic using top deck and westbound using lower deck.

3. Height: 130 feet from lower deck to water.

4. Total tons of steel: 4,000 tons.

5. Total cubic yards of concrete: 9,000 cubic yards for 5 piers and 2 decks.

6. Type of bridge: deck truss, steel and concrete.

7. Cost of bridge superstructure: $3,250,000 approximately.

8. Cost of bridge piers (5 piers): $1,811,960 approximately.

9. Bridge cost: $5,061,960 - does not include interchanges at each end.

10. Purpose: to carry Interstate 5 freeway over Willamette River in Portland.

11. Contractors for Oregon State Highway Department: Peter Kiewit Sons' Co. for the concrete piers, and the United States Steel Corporation for the steel superstructure and paving the travelway.

# # # # # # # # #

March 17, 1966

RECEIVED
MAR 21 1966
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Feb. 28, 1966, on Contract No. 6332, Marquam Bridge Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(47)301.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

ROUTED
FOR BOARD

Bureau of Public Roads
Oregon Division Office Endorsement Date: March 1, 1966

Conditions noted on above date:

None.

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Refd to Young 3-18-66

RECEIVED
JAN 11 1966
FOR FILING
I-5-6(47)201
6232

Salem, Oregon
January 7, 1966

Mr. Ivan Marchant
Bridge Engineer

Mr. A. E. Johnson
Metropolitan Engineer

I note some activity concerning riprapping around the piers on the Marquam Bridge. I discussed this at length with Mr. Bear and I wish to specifically caution you with respect to the following:

1. Sufficient riprap of sufficient size shall be placed around these piers to insure absolute and continued protection.

2. Continued inspection shall be insured until such time as it is fully indicated that there is no probability of trouble.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

RECEIVED
JAN 26 1966

FOR FILING
Form E-208—5M
I 5-6(47)301
1
1-2

APPROVED
Continuation of
project
Date 1966 Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Marquam Bridge Date Dec. 22, 19 65

Highway Pacific Contract No. 6332

County Multnomah Prefix 626-1005

Contractor American Bridge Div. USS Corp. F. A. Project No. I-5-6(47)301

Address 506 S.W. 6th Ave., Portland Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Mill in place beveled shim located on top of portal at Pier 2. Pour, strip and surface finish curb and rail sections on top of frame.

1. Equipment rental rates to be as per STATE AGC agreement.
2. Percentage allowed contractor is in accordance with executed contract for this job.

Location by station numbers:

A55-88.50

Estimate of quantities and cost:

Labor	4,000
Equipment	5,000
Materials	750
	9,750

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Due to the twist in the Pier 2 frame, the beveled shim on the top flange no longer provides a true alignme for the finger plate. The Price Agreement for reinforcing the frames did not include any wor on the shim. The curb and rail sections on the portal at Pier 2 were omitted because of interference with reinforcement of the frame and the shim work. The subcontractor must return to the job to do this work and due to the small quantity (0.7 c.y. U.P. $90/cy=$63 there is not adequate compensation as provided in the contract. None of this work has been done to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$3,301,138.13	
Present estimate of project cost, including $9,750. for work under this order	$3,257,836.91	
Expected under-run ~~overrun~~ amount	$ 43,301.22	
Expected under-run ~~overrun~~ per cent	1.3%	

Submitted by: /s/ J. D. Howard
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~Construction Engineer or~~ Bridge Engineer
Asst.

Approval Recommended: /s/ Edward L. Hardt
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer,
Assistant State Highway Engineer or
Office Engineer.

State Printing

1-26-66

RECEIVED
DEC 15 1965
FOR FILING
I-6(47)EC1
6332

4140

December 14, 1965

Mr. Raymond Archibald
Route 1, Box 360-A
"Roads End"
Otis, Oregon 97368

Dear Mr. Archibald:

Your statement for services rendered in connection with the Marquam Bridge dated November 23, 1965 was forwarded to our Accounting Division for payment. I am advised by the Accounting Division that on December 2 they mailed you a check for the services.

Thank you very much for your accommodations to the Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf jwa

2220

NOV 26 65

Raymond Archibald
Rt. 1, Box 360-A
"Roads End"
Otis, Oregon 97368

Nov. 23, 1965.

Mr. Tom Edwards,
Assistant State Highway Engineer,
State Highway Building
Salem, Oregon. 97310

Dear Mr. Edwards:

The following is a statement for services rendered by me for the inspection of the Marquam Bridge on July 22, 1965:

Consultant fee inspection of Marquam Bridge

July 22, 1 day at $100 $ 100

Transportation to and from job furnished by State.

Total $ 100

Submitted by
Raymond Archibald
Raymond Archibald P E

Marchand-
Please remind
this bill is paid
2 report when done

RECEIVED
NOV 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1965
FOR FILING
I-5-4(47)3.1
(-12

November 29, 1965

The Honorable Mark O. Hatfield
Governor of Oregon
State Capitol Building
Salem, Oregon 97310

Dear Governor Hatfield:

You recently asked me to give you the best estimate that I could at this time as to the opening date for the Marquam Bridge.

It would appear that the work will be completed and the bridge ready for opening in the early part of September 1966.

There are still a number of imponderables involved in this, but this is the best that I can do at the moment.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 18, 1965

Mr. W. T. Lord
Lord Bros. Contractors, Inc.
9233 North Calvert Avenue
Portland, Oregon 97217

Dear Mr. Lord:

Many thanks for your very thoughtful letter. It was a real pleasure for me to participate with you at the dedication of the Santiam Bridge and like you, I look forward to the dedication of the Marquam Street Bridge during my term as Governor.

As a result of your letter, you may be assured that I will review this matter carefully with the Highway Commission and am most hopeful that prompt action can be taken.

Sincerely,

Governor

MOH:ns

Forrest:

Could you please advise me as soon as possible of the situation and what action might be taken to speed the matter up.

M. O. H.

RECEIVED
NOV 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST

COPY

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

9233 N. CALVERT AVENUE
PORTLAND, OREGON 97217
285-4891

November 12, 1965

The Honorable Mark O. Hatfield
Governor of the State of Oregon
State House
Salem, Oregon 97310

Dear Sir:

It gave me a great deal of personal pleasure to be invited to have a small part in the dedication of the new Santiam Bridge at Stayton and to be introduced as the contractor who built it.

During the past seven years in which you have been Governor of this State I have followed your activities and noticed many times when you have personally used your influence to get two factions to agree on the settlement of a disagreement.

The satisfaction and pleasure I had at being on the speakers' stand at Stayton will be far outshadowed by being invited to be on the speakers' stand to dedicate the opening of the Marquam Street bridge while you are still Governor.

We have the contract to erect the East Approach of the Marquam Street Bridge and the work is progressing very satisfactorily. The completion date is July 31, 1966 but is dependent upon the State Highway Commission securing an easement from the Railroad Company so we can get on their property by January 1, 1965.

As I understand it there are buildings to be torn down and tracks to be built before we can start on that portion of the contract between Market and Clay Streets. There are five concrete columns to be erected in this area.

NOV 19 1965

From the representatives of the Railroad Company and the State Highway Commission whom we contact in the field it appears that progress to obtain this right of way is almost stymied. At least we can get no information to the contrary.

I would like to see this bridge dedicated by Governor Hatfield rather than Senator Hatfield.

Sincerely,

LORD BROS. CONTRACTORS, INC.
By

_____
W. T. Lord

WTL:W

RECEIVED
NOV 17 1965

7-5-6 (47) E-1

November 16, 1965

Mr. W. J. Gross
District Contracting Manager
American Bridge Division
United States Steel Corporation
506 S. W. Sixth Avenue
Portland, Oregon 97204

Dear Mr. Gross:

I believe there may be a misunderstanding concerning the extension of time granted on Contract No. 6332 for the Marquam Bridge Superstructure.

The date on which the Commission takes action on a request for an extension of time does not indicate the effective date for the beginning of your additional time.

In this particular contract, the original time limit was 400 workdays beginning September 20, 1963. The Commission granted an extension of 75 workdays making a total of 475 days for this job.

I have been advised by the Bridge Division that 396 workdays were used in the original contract. It was also their opinion that the 75 workdays granted because of the extra work would be ample to complete it.

I do not know how many workdays have been used to date, but I believe you could secure this information from the Resident Engineer.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RL:gc

cc: Mr. Tom Edwards
Mr. Ivan Merchant

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Wilcox Building
506 S. W. Sixth Avenue
Portland, Oregon 97204

WALTER J. GROSZ
DISTRICT CONTRACTING MANAGER

WALTER R. HOLMSTROM
CONTRACTING MANAGER

November 12, 1965

Mr. Floyd Query
Secretary
Oregon State Highway Commission
State of Oregon
State Highway Department
Salem, Oregon 97310

Subject: Marquam Bridge Superstructure, Portland, Oregon
Oregon State Contract No. 6332, ABD Order V-8832-37

Dear Mr. Query:

This will acknowledge receipt of your letter dated November 9, 1965 which has advised us that the State Highway Commission during their meeting on November 4th granted us an additional 75 work days without assessment of liquidated damages. Our original request was for 110 work days and your decision has been delayed from our request of July 13, 1965 to the meeting date of November 4, 1965.

Under the conditions, we are assuming that our extension of time for this price agreement work, which was an addition to our original contract, will run for 75 days after November 4, 1965.

Very truly yours,

W. J. Grosz

District Contracting Manager

WJG:ln

cc: Messrs. W. B. Hunter
A. A. Porter
D. J. McDaniel
N. H. Johnston

RECEIVED
NOV 15 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 16 1965
FOR FILING

November 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5, covering furnishing and installing downspouts and inlet boxes on the Marquam Bridge Section of the Pacific Highway in Multnomah County, Contract No. 6332 in connection with Federal-Aid Project No. I-5-6(47)301.

This work is necessary for a drainage system to control excessive water in the gutter running through the finger plates. Detailed on drawing 8328-B attached.

The work was tentatively recommended for approval by the BPR Area Engineer, November 2, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mm

RECEIVED
NOV 24 1965
FOR FILING

November 9, 1965

American Bridge Division
U.S. Steel Corporation
339 S.W. 6th Avenue
Portland, Oregon 97204

#11

Gentlemen:

The State Highway Commission at its meeting on November 4 considered your request for 110 additional workdays to complete Contract No. 6332 for steel superstructure on the Marquam Bridge of the Pacific Highway in Multnomah County.

After considering the recommendation of the Engineer and other available information, the Commission granted you 75 additional workdays, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc A.E. Johnson
John Howard
I.D. Merchant
L.H. Young
C.H. Malsom
Bureau of Public Roads

RECEIVED
OCT 18 1965

Form CB-11
(11-63)
(Prog. by
A.O.P.O.R. FEB. 1963)

UNITED STATES GOVERNMENT

Memorandum

I-5 (17) 301
6332

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(47)301, Marquam Bridge
Time Extension

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 1, 1965

In reply refer to: 08-35.6

We have received your September 28, 1965 letter signed by Mr. Tom Edwards, requesting our concurrence for the addition of 75 workdays without the assessment of liquidated damages, in order to complete the additional work required under Price Agreement No. 4.

Our records indicate that this request is valid, and we concur in the requested additional time.

Copy to Bridge 10-5-65

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 29 1965

STATE COPY

Contingent ... project ... fund ... NOV 2 1965 ...

Form E-103—6M

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Marquam Bridge ... Date October 29, 1965

Highway Pacific ... Contract No. 6332

County Multnomah ... Prefix 626-1005

Contractor American Bridge & Div. USS CORP. ... F. A. Project No. I-5-6(47)301

Address 506 S. W. 6th Ave., Portland ... Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install four downspouts and inlet boxes at joints U 13' & U'13 as detailed on drawing 8328-B.

1. Equipment rental rates to be as per State-A.G.C. Agreement
2. Percentage allowed contractor is in accordance with executed contract for the project.

Location by station numbers:

459+80 & 462+40

Estimate of quantities and cost:

Labor	$ 500
Equipment	250
Materials	1,300
TOTAL	$2,050

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Excessive water running in the gutter off the suspended span and through the finger plates require the installation of these inlet boxes and down spouts. No work has been done to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,301,138.13
Present estimate of project cost, including $2,050 for work under this order	$3,250,526.91
Expected under-run amount	$50,551.22
Expected under-run per cent	1.5%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. D. Howard — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt — Asst. Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer or Office Engineer.

State Printing

RECEIVED
OCT 25 1965
FOR FILING

October 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the revision of parapet nose located at the intersection of center rails on both upper and lower decks of Span 1 on the Marquam Bridge Section of the Pacific Highway in Multnomah County, Contract No. 6332, in connection with Federal-Aid Project No. I-5-6(47) 301.

The added height to the parapet at the intersection of the two rails will protect the ends of the aluminum rail and present an appearance that is consistent with like situations on the approach ramps.

This work was tentatively recommended for approval by the BPR Area Engineer October 12, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

Enclosure

CWT:ia

RECEIVED
OCT 21 1965
FOR FILING

October 20, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 11
November 4, 1965 Meeting

Gentlemen:

United States Steel Corporation, the contractor for the Marquam Bridge steel superstructure on Interstate 5 in Multnomah County, Contract 4332, has requested that it be granted an additional 110 workdays without assessment of liquidated damages in which to perform the frame reinforcing work at Piers 2 and 5.

This frame reinforcing is additional work to the contract ordered by the Department under Price Agreement No. 4.

All original contract work was completed within the workdays allotted in the contract and additional time will be required to perform the work under the price agreement as the order was written about the time the original contract work was completed.

The contractor's request for 110 additional workdays is excessive in that the work can be accomplished in 75 workdays. I recommend that the contractor be granted 75 additional workdays without assessment of liquidated damages in which to complete the additional work ordered.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
D. H. Maison
A. E. Johnson

CAG:jf bg

E—330 (Rev.)—6M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 2, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase of 110 days in the number of workdays within which to complete our Contract No. 6332, without the assessment of liquidated damages. The said contract is described as follows: Contract for steel superstructure on the Marquam Bridge at Portland, Multnomah County, Ore. and additional work on price agreement 4. The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: We have been unable to proceed with painting of the Marquam superstructure due to an injunction in force at the present time. The 110 work days requested above are beyond any time we will require to complete our painting and will be used to perform work for reinforcement of the rigid frames located at piers 2 and 5.

Respectfully submitted,

UNITED STATES STEEL CORPORATION
Contractor

By Walter Schielke
ASST. GENERAL CONTRACTING MANAGER, AMERICAN BRIDGE DIVISION

CONSENT OF SURETY

Date July 7, 19 65

We, Federal Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Vi K. Scott, Attorney-in-fact

(SEAL)

MARSH & McLENNAN, INC.
OF OREGON
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6332 Contractor American Bridge Div., USS Corp.

Highway Pacific

Section Marquam Bridge

Kind of Work Steel Superstructure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Work added under Price Agreement No. 4 for reinforcement of rigid frames at Pier 2 and 5 necessitates additional workdays for completion of the work.

Recommend 75 additional work days without assessment of liquidated damages be granted contractor.

Recommended for Approval:

Edward L. Holt
Division Engineer

Irene V. Mueleman
Construction Engineer or Bridge Engineer

Tom Walker
State Highway Engineer

Contract No. 6332

Project designation I-5-6(47)301
State-Federal

Date awarded August 29, 1963

Work started March 16, 1964

Per cent completed 95.5% 7-5-65
Date

No. of Workdays Allowed 400

No. of Workdays Used 374 7-16-65

No. of Added Workdays Requested 110

RECEIVED
SEP 29 1965
FOR FILING

I 5-1(47)301

September 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Marquam Bridge Superstructure
Contract 6332
Federal-Aid Project 15647(301)

Dear Sir:

United States Steel Corporation has requested that they be granted an additional 110 work days without assessment of liquidated damages in which to perform the frame reinforcing work under Price Agreement No. 4 which was submitted to you July 28, 1965 for consideration and approval.

All specified contract work was completed within the work days allotted in the contract so additional time will be required to perform the work under the price agreement, as the order to do the work was issued about the time the contract work was completed.

I feel that the contractor's request for 110 additional work days is somewhat excessive and that the work can be done in 75 work days. With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted an additional 75 work days without assessment of liquidated damages in which to complete the additional work. If the work is not completed in 75 work days, additional time without assessment of liquidated damages will be requested.

It is necessary that we act on this time extension request at the present time so as not to penalize the contractor's periodic pay estimates by withholding liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Ivan Merchant

CAG:jf:en jwa

RECEIVED
AUG 18 1965
FOR FILING

American Bridge

DIVISION
UNITED STATES STEEL CORPORATION

208 South La Salle Street,
Chicago, Ill. 60690

GLEN P. WILLARD
DISTRICT ENGINEER

N. W. YOUNG
ASSISTANT DISTRICT ENGINEER

August 13, 1965

SUBJECT: V-8832-37 - Marquam Bridge Steel Superstructure
REF: V-8832-X1 Portland, Ore.
State of Oregon
Customer's Order No. 6332

Mr. Tom Edwards, Assistant Highway Engineer
Oregon State Highway Department
State Highway Building
Salem 10, Oregon

Dear Sir:

Reference is made to your recent telephone conversation with our Mr. Holmstrom concerning the feasibility of horizontal cambering the bottom flange of the girder on the welded steel frames at Piers 2 and 5 prior to the reinforcing operation.

We have reviewed this matter and, in turn, have discussed it with Mr. Merchant, of the Oregon State Bridge Division. The points brought out in our telephone conversation were as follows:

1. Under the conditions of cambering prior to the addition of the flange reinforcing plates, upon release of the supports holding the cambering position, the flange reinforcing plates will develop an initial horizontal stress prior to release of the vertical dead load from the main girders. Upon release of the vertical dead load, the stresses in the extreme fibres of the bottom flange on the truss side would be the greatest although some redistribution of stress throughout the bottom flange will undoubtedly occur. Approximately the same result would occur without cambering since under the eccentric vertical dead load the bottom flange would deflect horizontally causing additional stress in the extreme fibres on the truss side.

2. It is understood that the amount of horizontal cambering would be approximately 1" with an expected deflection of about 1/2" upon release of the supports for cambering and an additional 1/2" upon release of the vertical load. The clear distances between the adjacent components are adequate for this amount of cambering.

NOTED
TOM EDWARDS

American Bridge
DIVISION
UNITED STATES STEEL CORPORATION

Mr. Tom Edwards
Oregon State Highway Department
Salem, Oregon

August 13, 1965

3. Since the horizontal deflection of the bottom flange due to the vertical loads on the structure is in the order of 1/2", it becomes questionable whether or not this factor is of sufficient importance to require cambering. Some problems would be encountered under the conditions of cambering, such as the difficulty of matching the reinforcing plates to the cambered existing bottom flange as well as the difficulty of determining and providing for the required camber. In this regard, the reinforcing plates are presently fabricated and ready for shipmentto the job site.

The conclusions reached in our conversation were that under the reinforcing conditions, the actual stresses are low; that the amount of cambering or deflection is small in comparison with the overall depth of the girder, and that it is not considered necessary from a practical standpoint to camber the bottom flange. Good design practice would probably use such cambering on new projects.

Yours very truly,

N. W. YOUNG
Assistant District Engineer

By O J Early

LNB/OJE/es
cc: I. D. Merchant
W. R. Holmstrom
H. N. Johnston

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 16 1965
FOR FILING
I-5-6(47)301
6232

7-15-65

During the construction of the approach spans to the Marquam Bridge, the rigid frame support for the upper deck has deflected somewhat more than had been anticipated which would effect the riding qualities of the deck. No structural failure is involved, but it is proposed to take corrective action by stiffening the supporting members.

NOTED
JOM EDWARDS

July 15, 1965

RECEIVED
JUL 2 1965
FOR FILING
I-5-6(47)301

OREGON STATE HIGHWAY DEPARTMENT
Salem, Oregon

Public Relations Office 65-153-Se

Phone 364-2171
Extension 1501

FOR IMMEDIATE RELEASE

July 15, 1965

During the construction of the approaches to the Marquam Bridge (Interstate Route 5 in Portland), the rigid frame which supports the upper deck of the approach spans has deflected more than was estimated. If left uncorrected, this will cause a rough joint between the main span and the approaches. While no structural inadequacy is involved, it is proposed to permanently correct the condition while the bridge is still under construction.

It should be emphasized that this condition is not a part of the main or central span as has been reported and is separate from this portion of the bridge. The deflection in the frame is not discernible to the eye and is not of enough magnitude to affect the structural stability of the bridge. Reports that the span is endangered and that the structure will not support its own weight are without basis of fact.

# # # # # #

RECEIVED
JUL 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form S-300—681

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds required.
Date JUL 27 1965
Division Engineer
U.S. Bureau of Public Roads

I-5 (Wy)301
6332

Project Name Hayden Island ... Date July 14, 1965

Highway Pacific ... Contract No. 22

County Multnomah ... Prefix I-5-1(4)

Contractor American Bridge Division ... F. A. Project No. I-5-1(4)301

Address 506 S.W. 6th Ave., Portland, Oregon ... Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install one inch surface mounted electrical conduit for pier lighting on the north side of Piers 3 and 4. Conduit to replace existing conduit located in expansion joint.

1. Percentage allowed contractor is in accordance with the executed contract for this project.
2. Maximum equipment rates allowable as per AGC and state agreement.

Location by station numbers:

458+90 and 463+30

Estimate of quantities and cost:

Labor	140.00
Materials	60.00
Total	200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The two existing conduits installed on the previous pier contract were found to be plugged. Item 5, electrical conduit, of this contract provides payment by lump sum for all conduit installed in the navigation lights, sign lights and street lighting. Adjustment as per Article 1.9.3 is not practical, so the work must be done on an extra work basis.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization (F.A.)	$3,301,138.13
Present estimate of project cost, including $ 200.00 for work under this order	$3,245,633.01
Expected under-run amount	$ 55,505.01
Expected under-run per cent	1.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. O. Howard, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Edward J. Hardt, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Finance orig to Young 7-27-65

NOTED
F. E. KLABOE

[illegible]

FOR FILING

[illegible]

6382

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I Merchant, Bridge Engineer

May 24, 1965

08-35.6

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

Oregon Project I-5-6(47)301 & I-5-6(50)301
Marquam Bridge, Rigid Frame Alterations, Piers 2 & 5

The proposed installation of strain gages as outlined in your May 19, 1965 letter and shown on Drawing B-116 is approved.

As this work relates to engineering and will be performed by your engineering forces, the cost of the work should be charged to engineering.

NOTED
JOM EDWARDS

Orig to Merchant
5-25-65

RECEIVED
MAY 13 1965

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Ivan Merchant

May 11, 1965

08-35.6

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Projects I-5-6(47)301 and I-5-6(50)301
Marquam Bridge
Rigid Frame Alterations, Piers 2 and 5

Your drawings nos. B-116, B-117, and 20869, showing proposed alterations, are approved subject to comments furnished your Department on May 10, 1965.

It appears that the difficulties encountered on these rigid frames have been aggravated somewhat by the inaccuracies in fabricated lengths of beams supported by the frames. We believe the contractor should recognize and consider this fact during the forthcoming negotiations for the accomplishment of this extra work.

The following information is furnished for documentation of the records:

At the time of the steel erection and subsequent pouring of the deck in Span 1 there occurred some excessive torsional deflection of the rigid frames due to the eccentric loads from the longitudinal girders. The conditions observed in the field have been discussed in some detail in our recent inspection reports. Your Department has now completed stress analysis which indicates the need of the proposed reinforcement.

REFERRED TO
Young
Date: 5/13 By: _____
For: _____
_____
Due Date: _____

Orig & Merchant
Copy to Edwards
5-12-65

RECEIVED
AUG - 3 1964
FOR FILING
I 5 C 4 / 1 3 4

Salem, Oregon
August 3, 1964

Mr. Forrest Cooper
State Highway Engineer

O F F I C E

Some time ago, you asked for a report on the cost of spray painting versus brush painting on structural steel.

It appears that the cost of brush painting is 40 to 50% greater than spraying and costs about $64 per ton of steel as compared with $45.50 per ton for brushing. Take, for example, the Marquam Bridge. On this project, the additional cost of brush painting would be $74,000.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

FORM E-20 50M 8-62 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1964

To: P. M. Stephenson
Ass't. State Highway Engineer

B U I L D I N G

SUBJECT: Painting Structural Steel
Marquam Bridge Superstructure
Eastbank Freeway
Pacific Highway
Multnomah County
Bridge No. 8328
Contract No. 6332

At your request we have determined the cost of spray painting the structural steel on the subject bridge to be $45.50 per ton and the cost of brush painting the same structure to be $64.00 per ton of steel.

The cost ratio of spray painting and brush painting seems to be approximately 40 to 50% greater for brush painting.

Theo. C. Roake
Theo. C. Roake
Ass't. Bridge Engineer

TCR:jm

4000 tons in Virgum Dr.

6400
4550
$18.50 x 4000 = $74,000.00

NOTED
R. L PORTER

RECEIVED
JUL 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 2-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 21, 1964

SUBJECT: Painting Structural Steel

To: Mr. P. M. Stephenson
Ass't. State Highway Engineer

BUILDING

At your request I contacted representatives of American Bridge Company, Northwest Steel Fabricators and Gunderson Brothers Engineering to determine the comparative costs of brush painting and spray painting of structural steel.

All three organizations indicated that the labor costs for brush painting was twice that of spray painting. Since the material cost is the same in both cases the ratio was reduced to 1 to 1½.

These estimates are verified by a chart on Page 165 of Volume 1 Steel Structures Painting manual entitled"Good Painting Practices". A copy of Page 165 is attached.

A. A. Rear
Ass't. Bridge Engineer

AAR:jm
Attachment

RECEIVED
JUL 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

paint materials are, in this case, furnished to the painting subcontractor by the fabricator. Of course, the fabricator may do the field painting with his own crew rather than by subcontract. The "shop labor" includes mixing, thinning, distribution, and application of paint as well as work handling. The "shop overhead" includes capital charges, painting equipment, maintenance, power, compressed air, supervision, inspection, and plant administration; in this estimate it is taken at 130% of the shop labor cost. Under field costs, the number of square feet for spot priming and finishing reflect the fact that two spray coats are involved for each. Spot priming involves the application of the washcoat and the vinyl red lead primer to abraded and to previously unprimed surfaces such as weld seams. Finishing involves application of two coats of paint, except for the underside of the bottom which is first spotted then finished with asphalt varnish. The high unit prices per square foot of surface painted reflect the low spreading rates in square feet per gallon of paint applied. Profit, selling administration, and insurance are taken, in this case, as 10% of the total material, shop labor and overhead, and field painting costs.

X. SUMMARY

Assuming that the paint system has been properly selected for the most economical combination of surface preparation, surface pretreatment (if required), paint materials, number of coats, total minimum dry film thickness, and method of application, it can be a comparatively simple matter to estimate the cost of the paint job if the various cost units are known for labor, materials, and overhead.

The following table summarizing shop labor and shop and field prices reflects only the author's opinion and is intended only as a guide for those who do not have better cost records for estimating purposes. The manhours per ton are based upon an equivalence of 200 square feet of surface per ton, which might represent average plate construction, but average bridge construction might be closer to 100 or 125 square feet per ton. The manhours can be adjusted for any weight to surface ratio. The shop cost in dollars per square foot or per ton is at a base wage rate of *$1.60 per hour* and *total overhead, administration,* and *profit* at *150 per cent* for a total charge of $4.00 per manhour. The field prices are for subcontract work in the Pittsburgh area in 1953 and represent total costs. Shop blast cleaning costs are for direct pressure or nozzle grit blasting. Field blast cleaning costs are for nozzle sand blasting.

AVERAGE SHOP LABOR REQUIREMENTS, SHOP AND FIELD COSTS

Item	Shop Labor mhsf	Shop Labor mht	Shop Prices * $/sf *	Shop Prices * $/ton *	1953 Field Prices $/sf	1953 Field Prices $/ton
Solvent Cleaning	0.004	0.8	0.016	3.20	0.02	4
Steam Cleaning	x	x	x	x	0.03	6
Hand Cleaning	0.005	1	0.02	4	0.03	6
Power Tool Cleaning	0.01	2	0.04	8	0.05	10
Flame Cleaning New Steel	0.015	3	0.06	12	0.15	30
Blast Cleaning to White Metal	0.02	4	0.08	16	0.25	50
Commercial Blast Cleaning	0.01	2	0.04	8	0.15	30
Brush-Off Blast Cleaning	0.0075	1.5	0.03	6	0.10	20
Pickling	0.015	3	0.06	12	x	x
Cold Phosphate Pretreatment	0.005	1	0.02	4	0.04	8
Wash Coat Pretreatment	0.003	0.6	0.012	2.40	0.025	5
Wetting Oil Pretreatment	0.002	0.4	0.008	1.60	0.015	3
Priming †—1 coat—Brushing	0.005	1	0.02	4	0.035	7
—Spraying	0.003	0.6	0.012	2.40	0.025	5
Force Drying	0.001	0.2	0.004	0.80	x	x
Spot Cleaning	x	x	x	x	0.01	2
Spot Priming †—1 coat	x	x	x	x	0.005	1
Finishing †—1 coat—Brushing	0.005	1	0.02	4	0.035	7
—Spraying	0.003	0.6	0.012	2.40	0.025	5

mhsf = manhours per square foot (no overhead, etc.)
mht = manhours per ton at 200 sq. ft. per ton

* shop $/sf, $/ton include labor at $1.60 per hour and 150 per cent total overhead, administration and profit; $/ton based on 200 sq. ft./ton.
field $/sf, $/ton = total contract price based on 200 sq. ft. per ton, includes all costs.

† Paint application costs in the field for lacquer-type paints may be almost double these amounts.

REFERENCES

1. Bottemiller, Henry L., "Surface Preparation and Film Thickness," *Paint, Oil and Chemical Review*, p. 14 (May 15, 1947).
2. Cargill, D. A., "Cut Wire Shot Lowers Cleaning and Peening Costs," *Iron Age*, pp. 95–97, (April 6, 1950).
3. Cates, Walter H., "Coating Materials and Costs of Coating Applications," National Association of Corrosion Engineers, Western Regional Conference, (Nov. 1951).
4. "Cost Data for Maintenance Painting," *Manual for Painting*, Corps of Engineers, p. 114–115.
5. "Cost Elements in Painting Steel Transmission Towers," *Electrical World*, (Jan. 1952).
6. Dechaux, Georges, "At What Price Does An Expensive Paint Become a Good Bargain?", *Official Digest*, No. 311, pp. 1066–1075 (1950).
7. Dempster, A. M. G., "Paint Costs," *Engineering* (Jan. 2, 1942).
8. "Economy of Ship's Paints," *Shipping World*, Vol. 122, p. 183 (1950).
9. "Finishing Material Costs," *Organic Finishing*, Vol. 10, No. 4, pp. 202–210, (April 1949).
10. Goodrich, "The Preparation of Structural Steel Surfaces for Painting," *Proceedings of the American Institute of Steel Construction Meeting*, (October 1940).
11. Harvey, C. C., "Economic Factors of Atmospheric Corrosion vs. Protection," A Lecture to be given at the 1953 meeting of the American Society for Metals.
12. Hudson, J. C., and Johnson, W. A., "Protection of Structural Steel Against Atmospheric Corrosion," *Journal The Iron and Steel Institute*, Vol. 168, pp. 165–180, (June 1951).
13. Jackson, J. O., "Repainting Steel Water Tanks," *Water and Sewage Works*, (April 1951).
14. Johnson, W. A., "The Engineering Implication and Economics of Surface Preparation of Mild Steel Prior to Application," *Proceedings Institution of Mechanical Engineers*, Vol. 162, No. 1, p. 49 (1950).
15. Liebman, A. J., "Surface Preparation Values and Sand Blasting Economics," and "Standard Recommendations for Surface Preparation of Steel Prior to a Coating Application," *Corrosion*, Vol. 6, (May 1950).

RECEIVED
JUL 16 1964
FOR FILING

FORM E-30 50M 3-63 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1964

To: Mr. Forrest Cooper
State Highway Engineer
O F F I C E

SUBJECT: Structural Steel Painting
Astoria Bridge Superstructure
Contract No. 6268
Marquam Bridge Superstructure
Contract No. 6332

Contracts for the steel superstructure of the Columbia River Bridge at Astoria, Contract No. 6268, and the steel superstructure for the Marquam Bridge, Contract No. 6332, are held by the American Bridge Division, United States Steel Corporation. The contracts are for fabrication and erection of steel superstructure, including painting and the completion of roadways, curbs,handrails, etc.

The American Bridge Division have rented a building on the Vancouver, Washington water front which has been converted to a paint shop for the steel painting on both of these contracts. The cleaning and painting of structural steel is under a subcontract by the American Bridge Division to Runnels Industries, P. O. Box 1129, Richmond, California, and Andrew Nesheim, joint venturers, Lynnwood, Washington.

On Tuesday, June 30, Mr. Walter Grosz, District . Contracting Manager for the American Bridge Division, was in my office and informed me of a controversy between the Brotherhood of Painters, Decorators, and Paper Hangers of America, Vancouver Local No. 360, and the American Bridge Division subcontractor, which had stopped the cleaning and painting of structural steel on the above-mentioned contracts. Mr. Grosz volunteered the information that the controversy was in effect and had stopped cleaning and painting which in turn would stop field erection of structural steel in a very short time. However, he pointed out that this was a controversy between their subcontractor and the Painters Union in which the State was not involved in any way. No request was made by the American Bridge Division for any change in paint specifications or methods of application, and the point was made that no requests would be made for any changes in the specifications.

The point in controversy is a contract between the Union and paint contractors which requires all red lead base paints to be applied by brush rather than spray application. The subcontractor is using a combination of spray application and brushing out of the spray applied paint. However, the Union representatives claim this does not comply with their contract. I have been further informed that with the specification paint it is impossible to apply the paint by brush and obtain the specification millage thickness requirements, thus the necessity for the spray application with the brushing out of the spray applied paint.

NOTED
FORREST COOPER

Because of the extreme exposure a very stringent paint specification was written for the Astoria Bridge superstructure. The specifications for this bridge requires that all coats of paint shall each have a minimum wet film thickness of two (2) mils. Specifications further permit that the paint may be applied either by hand brushes or by spraying except that paint applied by spraying shall be completely brushed out immediately after the spraying, and this to be at the contractor's option.

Special provisions for the Marquam Bridge superstructure are identical with those for the Astoria Bridge except that there is no millage thickness requirements. The red lead paint specified for these projects has been in use by the Oregon State Highway Department since 1954.

Mr. Grosz called me from Portland by phone on Monday, July 6, and informed me that there had been no new developments in the controversy, and warned me that I should expect a call from representatives from the Painters Union requesting a change in the paint specifications. I did not receive the above-mentioned call and to date have had no contact with the Painters Union on this controversy. Mr. Grosz further informed me that time was becoming critical and that they were going to take steps to insist that their paint subcontractor live up to his subcontract agreements which provide that his operations must conform to the prime contract specifications. What steps he proposed to use were not revealed to me except that he would have to get the controversy settled in the very near future in order to complete the American Bridge Division's work.

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. P. M. Stephenson

RECEIVED
JUN 12 1964

3267/596
Ser. oan-385

American Bridge Division
U. S. Steel Corporation
120 Montgomery Street
San Francisco, California 94106

Gentlemen:

Enclosed is an approved Private Aid to Navigation Application for temporary navigation lights (quick flashing white) on Falsework Bent No 2, Marquam Bridge, at Portland, Oregon.

These lights shall be displayed from sunset to sunrise and during hours of reduced visibility, while Falsework Bent No. 2 is in use and until completely removed.

Please keep us informed of construction progress.

Sincerely yours

C. F. GAILEY, JR.
Lieutenant, U. S. Coast Guard
Assistant Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
CG-2554

Copy to:
GRUCOM Vancouver
→ Forrest Cooper, State H/W Engr
Salem, Oregon

Printer

Copy to Merchants 6-11

NOTED
P. M. STEPHENSON

RECEIVED
JUN 10 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1964
FOR FILING
6332

17/000
Ltr. San-100
27 April 1964

[illegible] Division
[illegible] Corporation
[illegible] Survey Office
[illegible], California [illegible]

Gentlemen:

[illegible] to an approval being [illegible] application for [illegible] temporary installation [illegible] existing utility [illegible]. [illegible] No. 1 [illegible] existing [illegible] These lines would be [illegible] adequate [illegible] to provide the working hours of [illegible] of the City [illegible] Permit No. 1 has now been [illegible] removed. [illegible] us [illegible] of [illegible] of construction per [illegible].

A similar application should be submitted now for temporary installation [illegible] on Easement Dept No. 2. Enclosed is another application form [illegible] this purpose.

Sincerely yours,

C. F. GRILL, JR.
[illegible], U. S. Coast Guard
Assistant Chief, Aids to Navigation Branch
By direction of the District Commander

Encl:
(1) Agreement F/CC-2054, Dept No. 1
(2) F/CC-2054, Dept No. 2

Copy to:
CHUCCH Vancouver
→ Forrest Cooper, State H/W Engr.
Salem, Oregon

orig to merchant
4-29

Mr. Stephenson

RECEIVED
MAR 30 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1964

SUBJECT: Marquam Bridge
Bridge No. 8328
Structural Steel Inspection
Contract No. 6332

To: Mr. P. M. Stephenson
Assistant State Highway Engineer
O F F I C E

The Bureau of Public Roads have taken exception to our method of contracting for structural steel inspection out-of-State. In their letter regarding this matter they request that the State make spot checks on the inspection being performed by outside inspection agencies.

The structural steel for the Marquam Bridge superstructure is being fabricated in Orange, Texas by the American Bridge Division. Our inspection agent is Pittsburgh Testing Laboratories.

In order to comply with the above request from the Bureau of Public Roads I request permission to send Mr. Ed Rief to Orange, Texas for a maximum of two days in the fabricating shop to make a spot inspection of Pittsburgh Testing Laboratory inspection procedures.

I would propose to have Mr. Rief leave Portland during the week of April 6 for a maximum time of four days out-of-State which time would include travel time to and from Orange, Texas at an estimated cost of $325.

Approval for out-of-State expenses for Mr. Rief is requested in the above amount.

Ivan D. Merchant
Bridge Engineer

IDM/mm
CC: Mr. G. W. Harra
Mr. Ed Rief

APPROVED

R. L. Porter
Deputy State Highway Engineer

NOTED
P. M. STEPHENSON

Copies to: Stephenson
Merchant
Marsden.

RECEIVED
MAR 30 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 26, 1964

Mr. A.W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

American Bridge Division started work on contract No. 6332, Marquam Bridge, on the Pacific Highway in Multnomah County on March 16, 1964.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CMI:jm

cc C.H. Malson
L.H. Young
D.B. Parker
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
MAR 19 1964

3267/596
Ser. oan-185

American Bridge Division
United States Steel Corporation
120 Montgomery Street
San Francisco, California 94106

Gentlemen:

Reference is made to Public Notice dated 27 February 1964, issued by District Engineer, U. S. Army, Portland, Oregon regarding your application for a Department of the Army permit to construct temporary falsework at the Marquam Bridge site in the Willamette River at Portland, Oregon.

This office has no objection to the proposed work. However, the Coast Guard will require temporary navigational lighting as follows:

a. The derrick boat shall display daymarks and lighting according to Rules of the Road, CG-169, copy enclosed.

b. Falsework Bent Nos. 1 and 2. Each obstruction shall be marked with a quick flashing white light of sufficient candlepower as to be visible at a distance of at least one nautical mile 90 percent of the nights of the year, and shall be installed in a manner which will permit the light to be carried in sight of the mariner, regardless of the angle of approach, until he is within 50 feet of the structure. A quick flashing light is a light that shows not less than 60 flashes per minute.

The enclosed Private Aids to Navigation Application should be completed for the two Falsework Bent Lights 1 and 2, and returned to this office prior to construction work. It is further requested that this office be advised of your construction schedule as early as possible or at least two weeks in advance in order that a Local Notice to Mariners may be issued.

Very truly yours

RECEIVED
MAR 17 1964
OFFICE OF
STATE HIGHWAY ENGINEER

E. V. CARLSON
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encls:
(1) CG-2554
(2) CG-169 Rules of the Road
(3) Excerpts CFR, Parts 66, 67

Copy to: CofE, Portland; GRUCOM Vancouver
COTP Portland
→ Mr. Forrest Cooper, State Highway Engr, Salem, Ore.

FORM CD-121 (9-22-59)
(FORMERLY BPR-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage St. N.E.
Salem, Oregon 97301

DATE: January 2, 1964

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
08-35.6 Salem, Oregon

By G. R. Brooks
Acting Division Engineer

SUBJECT: Pedestrian Facilities on Marquam Bridge
Oregon Projects I-5-6(47)301 and I-5-6(50)301

Following receipt of comments from our Washington Office, we will supplement the information contained in our November 27, 1963, memorandum to you in reply to your November 12, 1963, letter.

It is the policy of the Bureau of Public Roads to not approve any Interstate Highway plans which have provision for pedestrian facilities other than normal safety walks.

Interstate Highways were established with the principle of full access control. AASHO defines full control of access as that condition where the right of owners or occupants of abutting land or other persons to access, light, air, or view in connection with a highway is fully controlled by a public authority. This definition includes pedestrians. The approved standards for the Interstate system require that all sections, except for specified situations in rural areas, have full control of access initially. Therefore, Interstate highway projects are not to be provided with facilities for pedestrians along the highway.

In regard to the specific case of a motor vehicle breakdown, we cannot agree with the statements which have been made that the driver will face an extreme hazard in securing aid. We feel that a reasonably safe area has been provided for these occasional pedestrians by the 6 foot shoulders and 1-1/2 foot safety walks.

NOTED
P. M. STEPHENSON

RECEIVED
DEC 2 - 1963
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon Attn. P. M. Stephenson

DATE: November 27, 1963

FROM : A. W. Parsons, Division Engineer
08-35.6 Salem, Oregon

SUBJECT: Oregon Projects I-5-6(47)301 and I-5-6(50)301
Marquam Bridge Superstructure and
West Marquam Interchange

With reference to your letter of November 12, 1963 and in accordance with our previous discussion, we believe the 1.5-foot safety curbs and the single pipe rail initially approved for this project are adequate and otherwise satisfactory.

Our standards do permit participation in safety curbs on such structures up to a maximum width of two feet. While we will consider approval of such a width for future projects, we do not feel there is sufficient justification to make changes in jobs now under contract. In order to obtain two-foot curbs across the Marquam main span it would be necessary to either encroach on the present roadway width or make some redesign of the parapet and reduce the opening or clearance between the concrete and the steel truss. This latter item would be detrimental from the maintenance painting standpoint.

Considering your proposal to replace the presently approved single pipe rail with a double pipe rail, we believe the resulting substantial increase in cost could not be justified. Since pedestrians will not use this structure except occasionally, as the result of emergency breakdowns, the double pipe rail is unnecessary for safety. The double pipe would have the disadvantage of some further restriction of the view of passengers crossing this high structure. Furthermore, we believe the resulting increased cost on the Marquam Bridge and all approaches thereto would come to about $100,000. If the policy of using two pipe rails were to be extended to all future high structures on the Interstate in Portland, the cost would be many times this great.

For the reasons given above, we do not approve of the proposed revisions.

RECEIVED
NOV 13 1963
FOR FILING

November 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Safety Curb Width Rail Details
I-5-6 (47) 301
Contract No. 6332
I-5-6 (50) 301
Contract No. 6354

Contracts for the construction of the Marquam Bridge Superstructure, Contract No. 6332, and the West Marquam Interchange, Contract No. 6354, have been awarded. In all instances, a 1.5-foot safety walk has been provided inside the parapet. Also, in all cases a metal railing, with a single longitudinal rail, on a continuous concrete parapet has been provided.

Objections have been raised as to the adequacy of the 1.5-foot safety walk for emergency use by motorists with stalled vehicles.

The circular memorandum dated July 26, 1963, with accompanying figures, provides for federal-aid participation in two-foot safety walks. The State desires to make the following construction changes in the above-mentioned contracts now under contract and in future contracts necessary for the completion of this project.

1. Negotiate with the contractor on each contract to provide two-foot safety walks instead of the 1.5-foot safety walks indicated on the plans.

2. Negotiate with the contractor on each contract to revise the metal railing shown on the plans with one longitudinal rail to a railing with two longitudinal rails.

3. Revise future contract plans on this project to provide two-foot safety walks and metal parapet railing with two longitudinal rails.

May I have your concurrence in making the revisions listed as Numbers 1 and 2 above, provided the proposed revisions can be negotiated with the respective contractors at a reasonable cost and charging them to the contracts as contingency items.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. Forrest Cooper
Mr. Ivan Merchant
Mr. C. H. Maison
Mr. L. H. Young

IDM:mm:er

RECEIVED
NOV 1 0 1963

UNITED STATES GOVERNMENT

FOR [illegible]

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, N.E.
Salem, Oregon - 97301

I-5-6(47)301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 7, 1963

FROM : A. W. Parsons, Division Engineer
08-35.4-EC Salem, Oregon

SUBJECT: Oregon Project I-5-6(47)301
Marquam Bridge Steel Superstructure
Consultant Services for testing

Mr. Merchant's November 1, 1963 letter transmitted a copy of the October 31, 1963 agreement between the Oregon State Highway Department and Pittsburg Testing Laboratory for our approval.

The aforementioned agreement has been reviewed and is approved in accordance with PPM 40-6.

You are authorized to proceed with the aforementioned agreement effective October 31, 1963.

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NOV 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

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SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 18, 1963

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

NOTED
R. L. PORTER

RE: Marquam Bridge Section
Superstructure
Pacific Highway
Prefix: 626-1005
Contract: 6332

Gentlemen:

This is to inform you that a contract has been awarded to the United States Steel Corporation to construct the superstructure of the Marquam Bridge.

The work will require approximately 4,010 cubic yards Class "A" concrete, 936,000 lbs. metal reinforcing, 4,046,500 lbs. structural steel, two sign support structures and 588 sq. ft. of signs.

Mr. John Howard will be our Resident Bridge Engineer on the project. His telephone number is 235-8911, extension 33. His home phone number is CA3-5277. Any questions arising during the progress of this work should be directed to him.

Very truly yours,

F. B. Klabee
Metropolitan Engineer

Jack M Cartwright

By: Jack M. Cartwright
Metropolitan Office Engineer

JMC:sb

cc Mr. R. L. Porter
Mr. A. E. Johnson
Mr. E. E. Johnston
Mr. John Howard

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OFFICE OF
STATE HIGHWAY ENGINEER

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October 3, 1963

Oregon State Highway Commission

Gentlemen:

You have no doubt heard of the tumult in Portland re the Marquam Bridge. The criticism by local groups and individuals re the design has subsided somewhat, particularly when we pointed out to some of these people that a similar design had won a prize in 1961.

The futility of attempting to answer every critic is demonstrated by the fact that we are now being criticized for not having a pedestrian sidewalk on the bridge.

The Marquam Bridge is a segment of the National System of Interstate and Defense Highways, paid for entirely by the motorists. It was designed for high-speed movement of heavy volume traffic and should be completely insulated from pedestrian traffic. The distance from the exit point on the west side of the river to the exit point on the east side of the river is in excess of two miles. This two-level bridge is being connected to other freeway segments by extremely elaborate systems of ramps and interchanges, commonly referred to as "spaghetti". Just how you could thread pedestrians through a maze of this character, I do not know. I do not believe that anyone who has studied this matter would seriously consider introducing pedestrian traffic to this facility.

Referring to the matter of vehicles breaking down on the bridge, which will inevitably occur, I feel that this matter has been exaggerated far beyond its importance. There are many bridges in existence throughout the United States where similar conditions prevail and, in fact, there are segments of our Portland metropolitan freeways which will be exactly in the same category. Stranded motorists are generally helped by other motorists or police. There is an emergency parking strip on the right-hand side of both decks and a narrow emergency walkway adjacent thereto. I do not believe that any serious problem will accrue to the motorist.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

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OCT 3 1963
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Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 10-25-

FOI R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-1-63

STATE: Oregon

COUNTY: Multnomah

PROJECT REPORT NO.:

PROJECT NO.: I-5-6(47)301

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Marquam Bridge (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	0.231
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,227,779.00	$ 2,969,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd N. Stacy

Asst State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. M. Parsons
(Division Engineer)

L.R. Bucklund

By L. R. Bucklund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1 dated November 26, 1962, if there is an overrun in the contract time for performance.

USCOMM-DC 20134-P62

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid
Project No. I-5-6(47)301

MARQUAM BRIDGE SECTION (SUBSTRUCTURE) ON THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 16, 1963

Terwilliger Hill
Marquam Bridge (Br. #8328) (Sta. 454+10 to 466+31) (Contract 6332)

Class "A" Concrete (4,028 cu.yds.)	All Required		$ 362,520.00
Metal Reinforcement (936,000 lbs.)	All Required		102,960.00
Structural Steel (Carbon 4,352,000 lbs.) (Low Alloy 2,087,000 lbs.) (H. T. 1,555,000 lbs.)	All Required		2,426,100.00
Metal Parapet Rail	4,936 lin.ft.	$4.00	19,744.00
Electrical Conduit	All Required		6,300.00
Navigation Light System	All Required		9,900.00
Overhead Sign Illumination Equipment	All Required		2,870.00
Type "A" Signs in Place	454 sq.ft.	7.50	3,405.00
Type "C", "D", "E" and "K" Signs in Place	100 sq.ft.	4.10	410.00
Type "K" Signs in Place	34 sq.ft.	4.00	136.00
		Subtotal	$2,934,345.00
		10% Engr. & Cont.	293,434.00
		Total	$3,227,779.00

Length of Structure 0.231 Miles

Federal Funds	$2,969,000.00
State Funds	258,779.00
	$3,227,779.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(47)301

MARQUAM BRIDGE SECTION (SUPERSTRUCTURE) ON THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 30, 1963

Type Code XOA1
Marquam Bridge (Br. #8328) (Sta. 454+10 to 466+31)

Class "A" Concrete (4028 cu.yds. $85.00)	All Required		$ 342,380.00
Metal Reinforcement (936,000 lbs. $0.125)	All Required		117,000.00
Structural Steel	All Required		2,345,390.00
(Carbon 4,352,000 lbs. $0.27)			
(Low Alloy 2,087,000 lbs. 0.30)			
(H. T. 1,555,000 lbs. 0.35)			
Metal Parapet Rail	4,936 lin.ft.	$5.00	24,680.00
Electrical Conduit	All Required		7,500.00
Navigation Light System	All Required		7,500.00
Overhead Sign Illumination Equipment	All Required		3,400.00
Type "A" Signs in Place	454 sq.ft.	7.10	3,223.40
Type "C", "D", "E" and "M" Signs in Place	100 sq.ft.	4.25	425.00
Type "K" Signs in Place	34 sq.ft.	7.00	238.00
	Subtotal		$2,851,736.40
	10% Engr. & Cont.		285,173.60
	Total		$3,136,910.00

Length of Structure - - - - - - - - - - - - - - 0.231 Miles

Federal Funds -	$2,885,000.00
State Funds -	251,910.00
	$3,136,910.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(47)301

MARQUAM BRIDGE SECTION (SUPERSTRUCTURE) ON THE

PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 26, 1963

Type Code X041
Marquam Bridge (Br. #8328)(Sta. 454+10 to 466+31)

Class "A" Concrete (4,028 cu.yd. $85.00)	All Required		$ 342,300.00
Metal Reinforcement (936,000 lb. $0.125)	All Required		117,000.00
Structural Steel (Carbon 4,352,000 lb. $0.30) (Low Alloy 2,007,000 lb. $0.32) (H.T. 1,555,000 lb. $0.35)	All Required		2,517,690.00
Metal Parapet Rail	4,936 lin.ft.	$5.00	24,680.00
Electrical Conduit	All Required		7,500.00
Navigation Light System	All Required		7,500.00
Overhead Sign Illumination Equipment	All Required		3,400.00
Type "A" Signs in Place	454 sq.ft.	7.10	3,223.40
Type "C", "D", "R" and "M" Signs in Place	100 sq.ft.	4.25	425.00
Type "K" Signs in Place	34 sq.ft.	7.00	238.00
	Subtotal		$3,024,036.40
	10% Engr. & Cont.		302,403.60
	Total		$3,326,440.00

Length of Structure - - - - - - - 0.231 Mile

Federal Funds -	$3,060,000.00
State Funds -	266,440.00
	$3,326,440.00

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PORTLAND
Reporter

The vision to see; the conscience to reason; the courage to speak!

ROBERT D. WEBB, *Publisher* — LLEWELLYN M. GARDINER, *Editor*
J. LYNN WYKOFF, *Managing Editor* — ROBLEY D. EVANS, *Business Manager*
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18 Friday, Sept. 20, 1963

Lack of Communication

The Portland art commission has started a running battle with the state highway department which regrettably has every potential of touching off similar battles all over the state—and all to the detriment of the state highway department.

Recently, in a letter to Gov. Mark Hatfield asking that he intercede to halt construction of the Marquam bridge in Portland, the art commission made one statement on which we believe the governor, the highway commission and department should bring to bear their full capacity for sober reflection.

We quote from the art commission letter: "The impression is growing that the highway department operates under a 'community be damned' philosophy. We know that nothing could be farther from the truth.

"We ask then, that the highway department, whose reputation for intelligence and integrity is impeccable, give serious thought to revealing to the public more convincingly that such concern (for the public interest) does indeed exist, and does indeed direct their activities.

"Irreparable harm could be done were an image to the contrary be allowed to grow."

It is this paper's opinion that the governor and the highway department should not take the art commission's admonition lightly.

Some of the most outstanding men in public life in this state have served and continue to serve unselfishly as state highway commissioners.

We believe that it is long past time for the highway department to take a serious look at itself, and its practices.

NOTED
R. L PORTER

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6332

WOLFE

KPOJ

SEPTEMBER 5, 1963

THE FOLLOWING IS AN EDITORIAL REPRESENTING THE OPINION OF KPOJ. THE MATERIAL WAS PREPARED AND WRITTEN BY KPOJ NEWS.

THERE HAS BEEN A GOOD DEAL SAID OF LATE ABOUT THE REPORTEDLY UNATTRACTIVE DESIGN OF THE NEW MARQUAM BRIDGE. KPOJ DOES NOT FEEL QUALIFIED TO MAKE A JUDGEMENT AS TO WHETHER IT IS OR IS NOT GOING TO BE AN ARTISTIC STRUCTURE.

KPOJ DOES FEEL, HOWEVER, THAT ALL PUBLIC WORKS . . . BRIDGES, FREEWAYS, BUILDINGS, ETC., SHOULD BE DESIGNED TO ACCOMPLISH AN ARTISTIC APPEARANCE AS WELL AS MAXIMUM UTILITY. ONLY IN THIS WAY CAN WE MODERNIZE OUR CITIES, MAKE THEM BETTER PLACES IN WHICH TO LIVE, YET AVOID THE UGLY MASSES OF CONCRETE AND STEEL THAT ARE THE RESULTS OF CARELESS EFFORTS.

NO LESS THAN PRESIDENT KENNEDY HAS SAID THAT WE NEED TO GIVE MORE CONSIDERATION TO THE AESTHETIC APPEARANCE OF OUR PUBLIC WORKS, THAT ALL TOO OFTEN, UNDER THE PRESSURE OF EXPEDIENCE, WE BUILD STRUCTURES IN OUR CITIES THAT ARE UGLY AND DESTRUCTIVE OF LAND VALUES IN THE AREAS AROUND THEM.

Porter

GOVERNOR MATFIELD TENDS TO EXCUSE THE ALLEGED UNATTRACTIVE DESIGN OF THE NEW MARQUAM BRIDGE BY BLAMING THE PORTLAND ART COMMISSION FOR NOT HAVING STUDIED THE DESIGN AT AN EARLIER DATE. WE WOULD TAKE EXCEPTION WITH THE GOVERNOR IN THIS RESPECT. WE THINK THE RESPONSIBILITY FOR ARTISTIC DESIGN RESTS WITH THE STATE HIGHWAY COMMISSION, APPOINTED BY THE GOVERNOR - NOT THE PORTLAND ART COMMISSION. WE THINK THE GOVERNOR SHOULD HOLD THIS COMMISSION RESPONSIBLE FOR DESIGNING ALL HIGHWAY STRUCTURES IN THE MOST ATTRACTIVE MANNER POSSIBLE.

BY AND LARGE, WE THINK THE RECORD OF THE HIGHWAY COMMISSION, IN TERMS OF PRESERVING THE AESTHETIC VALUES, HAS BEEN AN EXCELLENT ONE. THEY HAVE LAID OUT OUR FREEWAYS IN AN ATTRACTIVE MANNER. THEY HAVE ARTISTICALLY PLANTED THE DIVIDING STRIPS AND FREEWAY APPROACHES WITH NATIVE SHRUBBERY.

THIS DOES NOT EXCUSE THEM, HOWEVER, FOR AN UGLY DESIGN ON THE MARQUAM BRIDGE. IT IS TOO LATE TO CHANGE THE DESIGN NOW. IF, HOWEVER, AS THE BRIDGE GOES UP, YOU THINK THE DESIGN IS UNATTRACTIVE, WE WOULD URGE YOU, AS A CITIZEN, TO WRITE TO THE GOVERNOR, AND EXPRESS TO HIM WHAT YOU THINK OF THE NEW BRIDGE. THIS, IN OUR JUDGEMENT, WOULD BE THE MOST EFFECTIVE WAY YOU COULD ASSURE CARE AND CONSIDERATION IN THE DESIGN OF NEW STRUCTURES FOR THE FUTURE.

NOTED
R. L. PORTER

NOTED
VICTOR D. WOLFE

KPOJ INC. 1019 S.W. 10th AVENUE ▬ CApitol 7-3484 ▬ PORTLAND, OREGON

Represented by Edward Petry & Co., Inc. The Original Station Representative ▬ IN SEATTLE-DAY-WELLINGTON, INC.

THIS HAS BEEN A KPOJ EDITORIAL. RESPONSIBLE GROUPS WITH CONTRASTING VIEWPOINTS ARE INVITED TO SUBMIT A WRITTEN RESPONSE COMPARABLE TO THIS EDITORIAL. ARRANGEMENTS WILL BE MADE FOR THE EXPRESSION ON KPOJ OF SUCH DIFFERING OPINIONS. ADDRESS YOUR COMMENTS TO:

R. M. BROWN
EDITORIALS, KPOJ
1019 SW 10TH AVENUE
PORTLAND, OREGON 97205

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OFFICE OF
STATE HIGHWAY ENGINEER

I-5-6(47) Marquam Br. Superstructure, 1963
301 Pacific Hwy. in Portland
#6332 Folder # 2

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SEP 6 1963

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6332

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 29, 1963

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-6(47)301
Marquam Bridge Section
Steel Superstructure

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6332 to United States Steel Corporation of Pittsburgh, Penn., low bidder in the amount of $2,934,345.00 at the August 27, 1963 bid opening.

NOTED
LLOYD P. SHAW

original To Young
9-5-63

FORM S-183

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COMMISSIONERS
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FLOYD QUERY, SECRETARY
SALEN

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 29, 1963

United States Steel Corporation
713 U. S. National Bank Building
309 S. W. 6th Avenue
Portland 3, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6332 for the following project:

Marquam Bridge Superstructure on Pacific Highway in Multnomah County.

This award was based on your low bid of $2,934,145.60 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. M. Young
R. G. Savage (SLAC)
I. D. Merchant

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SMITH HOLMES
P. O. Box 573
PARKDALE, OREGON

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

COMMITTEES:
CHAIRMAN: FISH AND GAME
MEMBER: HIGHWAYS
STATE AND FEDERAL AFFAIRS

August 29, 1963

Mr. Douglas Lynch
Chairman
Portland Art Commission
City Hall
Portland, Oregon

Dear Mr. Lynch:

Thank you for your letter of August 19, 1963 relating to the proposed Marquam Bridge in Portland.

As you are aware, this project has been under way for some time and the State of Oregon, to date, has an amount exceeding four million dollars invested in engineering and pier construction. Due to this substantial investment, it seems it would not be in the best interests of the people of Oregon to make costly modifications at this late date.

Further investigation indicates that the design of this bridge was submitted to the City of Portland approximately two years ago for their consideration and a model of the bridge was publicly displayed for a substantial time in the lobby's of two major banks in Portland. It would seem to me that this would have been the proper time to raise the design question.

Nothing has come to my attention that would indicate any improper action by the State Highway Commission in approving the proposed project. While there may be a disagreement expressed by individuals as to the beauty of the proposed design, it would not be within the scope of our Legislative Interim Committee on Highways to intercede on your behalf.

NOTED
FORREST [illegible]ER

The committee has scheduled a regular meeting in Salem on Friday, September 6, 1963 in Room 319 of the State Capitol. If you or any member of your commission would like to appear and discuss this matter further, we would be most happy to have you attend.

Yours very truly,

WM. H. Holmstrom, Chairman
Interim Committee on Highways

WHH:jcm

cc: Mr. Forest Cooper
State Highway Engineer

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AUG 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
STATE HIGHWAY COMMISSION

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SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON

August 21, 1963

Mrs. Hedley Hill
2141 N. W. Davis Street
Portland 10, Oregon

Dear Mrs. Hill:

This is in answer to your letter of August 14 relative to the construction of the Marquam Street Bridge.

Plans for the design and construction of this bridge were formalized with the Bureau of Public Roads on November 16, 1961, after more than two years of preliminary investigation and engineering. Since that time, contracts for the construction of the piers have been let and the piers are in place. It would be almost impossible at this late date to make any changes.

This bridge will carry the major load in the Portland area. It is of flat beam construction and carries two decks of traffic. A bridge of similar design was constructed in Pittsburgh, Pennsylvania and won the 1961 award for beauty in bridge design.

Mayor Schrunk has asked that we give special consideration to the design of the Fremont Bridge, with the idea of incorporating features which might make this bridge outstanding from an aesthetic viewpoint. This is sometimes difficult to do from an engineering angle, however we are negotiating with a nationally recognized firm which has the facilities to approach this matter from an artistic viewpoint. In the meantime, we are working closely with the Mayor's office.

I am sure you will be very well satisfied with the design features of the Marquam Street Bridge when it is completed.

Sincerely yours,

GLJackson
mg
cc: David Simpson
Forrest Cooper

NOTED
FORREST COOPER

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AUG 20 1963
FOR FILING

6552

August 20, 1963

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Drawing # 1895

Dear Mr. Jackson:

In response to your telephone request of yesterday, I am sending you the requested information and you should on the Illinois bridge, consisting of a letter from our Bridge Engineer, Ben Ivarson, an engineering drawing (elevation) of the bridge and a photograph of our model.

I am also attaching a copy of a preliminary sketch which has been suggested for the Pyramid bridge. This has not been released to the public, the only person outside the Department having a copy being Mr. William A. Bowes, Commissioner of Public Works, City of Portland.

In accordance with our conversation, I am proceeding with negotiations to employ a recognized engineering firm to assist us in the determination of the type of bridge suitable for the Prescott location.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

encl.

cc R. L. Porter
P. M. Stephenson
Victor D. Wolfe

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 20, 1963

SUBJECT: Marquam Bridge - Bridge No. 8328
Fremont Bridge

To: Mr. Forrest Cooper
State Highway Engineer
O F F I C E

As requested by you I am attaching two prints of our Drawing No. 18951 indicating the plan and elevation of the Marquam Bridge. This drawing is a work drawing and is the plan and elevation drawing of the contract plans. The sketch reproduced in the Portland newspapers was made from the elevation indicated on this drawing by blocking out dimensions and certain other portions of the structure to give just the bare outline of the bridge elevation.

The Marquam Bridge river crossing is the connecting link between the East Bank Freeway on the east side of the Willamette River and the Baldock Freeway on the west side of the river. The lower roadway is approximately 90' above the average ground level on either river bank with the upper grade parallel and 34' above the lower grade. The 34' is necessary to provide for vertical clearance, 16' allowance for directional signing, and the structural depth of the top deck. The structure carries eight lanes of traffic, four lanes westbound on the lower deck and four lanes eastbound on the upper deck with each of the four-lane roadways splaying out into separate two lane roadways at the ends of the truss spans.

The truss spans were dictated by navigational clearances as are the vertical clearances above low water. The span lengths and the two roadway levels had a very great influence on the type of structure as it was not possible to continue the use of steel girders across the river spans because of the lengths involved and the great depths which would be required for the structural depth. The continuous deck truss type of structure with curved bottom chords at the intermediate piers is a recognized type of construction for spans of this magnitude and lends itself very well to the two-roadway level requirements.

For all structures having costs of over $250,000 a preliminary submission of bridge types, pier types, etc. with costs, must be supplied the Bureau of Public Roads for their preliminary approval. At this stage of development of a bridge project costing over one quarter million dollars, very close liaison is maintained with the Bureau of Public Roads Bridge Engineers as the costs for any type of structure must be justified in the preliminary submission to the Bureau of Public Roads.

The type of structure used at the Marquam Bridge is the most economical and fits the approach system which of necessity because of horizontal alignment is composed of comparatively short steel beam spans.

Two prints of our Drawing No. 18915 is also attached. This drawing indicates horizontal and vertical clearances and the proposed type of structure to be used for the main river crossing of the Fremont Bridge. The elevation indicates only the structure type in the vicinity of the main river crossing. Westerly from Station 368+50 the approach would consist of steel beam spans made necessary because of the horizontal alignment. Easterly from that shown in the elevation one or possibly two simple span deck trusses will be used to cross the throat of the Union Pacific freight yards with the balance of the approach being steel girder spans for the various legs of the interchange.

Please advise if there is anything further that you require on these structures at this time.

Ivan D. Merchant
Bridge Engineer

IDM/mm

Attached

P. S. An artist's rendering of the proposed Fremont Bridge is now nearing completion. It is anticipated that this drawing will be completed Thursday of this week. Prints will be handed to you as soon as possible.

IDM.

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AUG 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97-301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 5, 1963

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-5-6(47)301
Marquam Bridge Section
Steel Superstructure

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired and that relocation advisory assistance was available as indicated in Mr. Wright's July 26, 1963 letter.

Authorization to advertise is given with the understanding that you will further review the economic use of high strength steel used in areas controlled by deflection and will make any corrections found necessary following completion of our review of the plans and special provisions.

RECEIVED
AUG 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young
with attach.
cc Gifford
8-13-63

NOTED
LLOYD P. SHAW

MARY WAKEFIELD
OFFICIAL REPORTER
[illegible] COUNTY COURT HOUSE
PORTLAND 4, OREGON

CAPITOL 7-5441

[illegible] MARQUAM BRIDGE
[illegible] 4, 1963

[illegible] Jones

Homeland General Electric Co.

F. A. Adams
J. P. Armfield
/Jarvis B. Black
P. A. Bolien
M. H. Burman
S. B. Caldwell
N. K. Davis
Don Dougan
R. E. Gillmor
Arthur H. Groisser
A. K. Hauke
E. D. Hodel
W. W. Leidigh
H. L. Macker
R. D. Palmer
Hoood P. Samsel
/Waldemar Seton
/ O. E. Walsh
Chester J. Irelan

MR. MERCHANT: [illegible] are contemplated in the immediate future ramps that [illegible] Northeast to the East Bank Freeway. The ramps which [illegible] the east end of the Marquam Bridge south and west should enter into the picture, too, because they are in the immediate future.

MR. SIMON: Beginning at the river they go south and east?

MR. MERCHANT: That is right.

MR. SIMON: You said south and west.

MR. MERCHANT: I am sorry. I meant south and east.

MR. SIMON: How many in the immediate future?

MR. MERCHANT: I would say in the next two years.

MR. SIMON: The ramp that goes generally north and south?

MR. MERCHANT: [illegible]

COLONEL WARSH: It is a very important factor from our relocation of [illegible]. We [illegible] the plan on the basis of doing it this [illegible]. It would be much less expensive, we feel, than if we had to do it in two or three steps.

MR. MERCHANT: I feel that is the way it should be because it comes both in that we could get this work designed and get it under construction. It will be pushed at the end to get it done in a year [illegible]. That is why I think we should consider the whole thing at [illegible].

MR. SIMON: Then what Ramps C and D, which you refer to, is this Ramp C and [illegible] that goes in a general northeasterly direction that connects [illegible] the East Bank Freeway?

MR. MERCHANT: That is the first stage of construction.

MR. SIMON: That is that one that goes over Marquam Street garage?

MR. MERCHANT: That is correct.

MR. SIMON: How soon do you think you will have those plans and specifications available on that one?

MR. MERCHANT: We hope to have them ready before the end of this year.

MR. SIMON: When do you think you would be starting construction?

MR. MERCHANT: Probably the beginning of 1964.

COLONEL WARSH: Will your specifications require

[illegible]
OFFICIAL COURT REPORTER
[illegible]
PORTLAND, OREGON

the contractor to make all of the areas he may require from the obstructions that are on the street, highway, right of way, or do you name those areas prior to the contract and then say that each has a right to operate in certain areas under certain conditions.

MR. [illegible]: I believe our general policy is that we would outline the areas that we have as easement areas. Just where this would be I [illegible], we would tell him if he gets off that easement area, that he must make his own arrangements with the property owner. That is the general procedure.

MR. [illegible]: We have already experienced problems dealing with the contractor [illegible] provide his own access and his own arrangements [illegible], and we anticipate this bridge approach of being a [illegible] creating hazard and problem in our welding shop, which [illegible] part of our station operation [illegible] also does work [illegible] and planes. We would hope that wouldn't be left [illegible] the agreement with a contract. It is something we have to make plans for right now. If we are going to have to move out of here, it takes time to get a design for a building and put in the wiring and equipment. I am referring to [illegible] the welding shop.

MR. [illegible]: I [illegible] the welding shop would be affected by the ramp that [illegible] future construction on next year.

MR. [illegible]: This [illegible] is the only one that does, except

MARY WINFIELD
OFFICIAL COURT REPORTER
306 COUNTY COURT HOUSE
PORTLAND, OREGON

of course the other ramp will interfere with traffic from our machine shop, our employees' locker rooms and so forth. We are spread out over there. We have already experienced enough confusion, traffic congestion, with a contractor working on the river. We feel the problems which are certain to arise on the land when the construction is under way.

MR. MERCHANT: I don't know just how to answer that except we would say that the contracting for the present pier[illegible] construction states very distinctly that we do not have any right of way on either bank, I believe, and puts the burden of access directly on the contractor. So that rather than talking to the State on this present contract, you should be talking to the contractor. If there is anything involved in there, I believe you should talk to him.

A VOICE: May I correct an impression? We have had fine relations with Peter Kiewit, but it was a severe problem to deal with him and try to get the type of access we felt we needed, and it cost a lot of money.

MR. DAVIS: Walt, under this easement which the chaps circulated here, under Paragraph 2 of this easement it says "Construction of an easement for a period not to exceed three years from date hereof upon and across as much of the grant of real property adjacent to the real property as described in Paragraph 1 of the above as is necessary to describe *** said highway constructions." In that proposed easement from this

Paragraph 2, as I say, it makes it open and clear for them to use all the property adjacent to the easement area, whatever they need. We wonder if our operation would have to be moved out in order that they can have adequate access to this.

MR. SETON: They hoped to start construction immediately after January, 1964. Would you like to make an estimate at this time as to what work areas you will need, or shall we put that down to be provided later?

MR. WRIGHT: Wouldn't it be a fair statement we can give this answer almost immediately? You know the arrangements you made for the construction of this project.

MR. MERCHANT: Pretty much, yes.

MR. WRIGHT: Is there any reason we couldn't set down a few dates with a complete definition?

MR. MERCHANT: I think not. I would rather do it that way and think about the construction problems, rather than making my statement right now. I would say in a very few days we could determine exactly what we think would be needed in the way of a construction easement, which would not necessarily follow the lines of a permanent easement.

MR. ADAMS: This easement, if it has been submitted, we have never seen that. Is that a state highway form of easement?

MR. SETON: The State has submitted a preliminary draft of easement which we are not going to accept. I think when we know what our problem is and all, then we will be in a much

better position to sit down and talk over the form of this.

MR. ADAMS: Is this submitted by the State Highway Department?

MR. SETON: The State. While we are on this matter with Phil Adams standing up here, one of the points that is going to be involved here is the relocation of the Pioneer Carloading and Pacific & Atlantic Shippers building. I understand you propose to just move those buildings, as indicated on this particular drawing that we have here. Is that correct?

MR. MERCHANT: That is correct.

MR. SETON: When do you anticipate you will move those buildings? Will it be before you start construction of this ramp?

MR. MERCHANT: It would have to be, yes.

COLONEL WALSH: That would not be a part of your general contract?

MR. MERCHANT: No. That would be done ahead of time.

COLONEL WALSH: Concurrent with that would be a requirement that the rail connections be adjusted, too.

MR. MERCHANT: That is correct, yes.

MR. SETON: You see, what we are talking about in this respect, in one of these drawings we had here, it shows a spur track going on a diagonal through our property.

MR. MERCHANT: Right.

MR. SETON: And with these two carloading companies, as

soon as those buildings are moved, they are going to have to have that track available. Is that right?

MR. MERCHANT: Yes.

MR. SETON: So I think it is quite important we should know when you are going to do that.

MR. MERCHANT: I believe our plans for the span adjacent to the east end of the Marquam Bridge show the location of the ~~bents~~ bents, and I think that clears your property for the track without any problem whatever.

MR. SETON: Yes. These ~~bents~~ bents here would just clear with plenty of leeway the track that we have going into our Station L, and they just barely clear the proposed new spur. Can you provide us ^ your schedule within the next few days or so ^ we will know when you would be moving those buildings? By "those buildings," I am referring to the Pacific & Atlantic Shippers building and the Pioneer Carloading building.

MR. MERCHANT: That is rather a hard question to answer because we are dealing not only with P.G.E. but we are dealing with the Traction Company and the railroads. The whole scheme of things here in moving the two buildings out parallel to the river is contingent on this spur track through your property, so we have about three simultaneous acquisitions here which have to come to a head all at the same time. As soon as we get the material we need from you on this easement or this spur track costs and all those things, then we will be able to

sit down and work out a timetable for the construction. At least that is the way I see it.

MR. SETON: In other words, you would like us to agree at this time as to our price for the spur track ahead of the rest of the settlement? By the spur track I refer to one that is proposed to run through our property diagonally.

MR. MERCHANT: The cost is quite important to us. We have to watch the dollar sign, too, and the cost of the whole package is important to us. If in the next few days we can sit down and give you the temporary construction of the easement, we can also at the same time tell you what the permanent easement for the overhead structure would be. We have a tentative alignment for this spur track and the easement for that. When we can get costs from you on those things, then I think we will be able to give you some sort of a timetable on the overall construction. Outside of the easement areas what do you lack right now from us?

MR. SETON: We lack the work areas. The timetable has been lacking, although we think we will have that, from what you say. For example, one thing that occurs to me is the proposed fireproofing of the Marquam Street garage. Will your plans on that be submitted to us so we can see what is involved in that?

MR. MERCHANT: There is no reason why they couldn't be.

MR. REAR: I don't believe I can answer that. I don't know what the plan is for fireproofing the garage. I know what

we have submitted. We assumed that the garage met the requirements of the zoning with the exception of the windows. However, I understand they intend to put in a sprinkler system. I believe that is the current intention. How they were going to handle it, I don't know, whether we were going to contract it or have the owner do it at our expense. How it will be done, I don't know.

MR. DAVIS: In this agreement is it arranged for that to be spelled out by an outside contractor not with the company? While I am on my feet, there is a question regarding this fireproofing on the garage I would like to clarify, and one is whether the intent on fireproofing the garage is to protect the garage or to protect the structure. The way this agreement is written, it implies fireproofing the garage is to protect the garage from possible damage. The other thing that disturbs me about this fireproofing the garage is they have taken exception to the two 6,000-gallon gasoline tanks that are buried in the ground under the structures, and yet we store some one hundred odd vehicles in the Marquam Street garage every night with, say an average of 20 gallons of gasoline in each vehicle. There is 2,000 gallons of gasoline in the vehicles stored in the garage, as compared to gasoline stored in tanks outside. So the question is are we to protect the garage from the ramps or the ramps from the garage?

A VOICE: We are trying to protect the structure.

MR. GILLMOR: The other structure that was to be fire-proofed was the communication buildings with a metal roof and a sprinkler system. We are not interested in a sprinkler system inside because of the equipment that is in there. It would have to be other than a wet sprinkler system inside.

MR. SETON: Don't you have the same feeling about the garage? You would just as soon not have a sprinkler system that would open up and flood all your cars.

MR. GILLMOR: That is right.

MR. DAVIS: I think in the same general subject area is this matter of storing volatiles in the garage. As both the agreement and the easement are written, the storing of paint thinner and gasoline in the garage is not permitted.

MR. LINDAS: This is a Federal regulation. The Bureau of Public Roads have set up certain standards by which we can take less than a fee to sell rights. They are adamant on those regulations. They are in there. We have to comply with them.

MR. SETON: Would that mean, then, we can't store automobiles in our garage?

MR. LINDAS: No, that doesn't mean that. They will willingly let automobiles be parked under there, but if they are going to be parked en masse in a building, then these certain regulations apply. The Bureau of Public Roads have issued a memorandum relative to the leasing of air rights on the taking of less than a fee in particular instances. The buildings have to be

fireproofed and then they have to approve the plans of fire-proofing.

COLONEL WALSH: We have another problem of fire being produced from the outside, coming off the structure.

MR. LINDAS: I think they recognize that, too.

MR. DAVIS: I think the primary issue is not how we are going to fireproof it but how we are going to be permitted to store gasoline, oil and paints and thinner and materials we use every day in this building. If we can do this, then we get down to how we go about fireproofing.

MR. LINDAS: It is unfortunate they are not here now, but I think if we can agree on what we can agree on today, a further meeting should be held with everybody involved, including the Bureau of Public Roads.

MR. SETON: As I gather from what you say, Leonard, your proposed plan of fireproofing would have to be submitted.

MR. LINDAS: I think it has tentative approval from them now. Of course, they want to take another look at it. This has to go to Washington.

MR. SETON: It seems to me you would have to get the plans approved by the City of Portland Fire Department.

MR. REAR: The buildings aren't moved. They can't build a new one alongside of it. This changes the regulations.

MR. SETON: I was thinking when you go in there to do the fireproofing, then you have to go to the City and get a building

permit and what not, and immediately you have 10,000 inspectors running all over the lot.

MR. MERCHANT: I believe there is one thing we have overlooked, and that is the height of the structure over any individual building. There are some of these buildings in which we are way, way up in the air, and we don't think there is any problem at all on those.

MR. SETON: I think the Marquam Street garage probably has the least clearance of any.

MR. MERCHANT: That is correct.

MR. SETON: And, of course, probably has the greatest exposure from the standpoint of combustible materials.

A VOICE: I am a little pessimistic about the construction of buildings which have to be occupied. The fact they are high makes it that much more severe.

MR. SETON: I have been wondering how you are going to span over the Marquam Street garage.

MR. LINDAS: If you folks were willing, we would be willing to take the fee of the building and pay for improvements on the fee. We are taking the easement because we thought this was what you wanted, but we would take the fee if it could be arranged so you could handle it that way better.

MR. SETON: The top officers of the company have taken the position, because of our ownership of Station L and the property we bought beyond, we need to retain the fee.

MR. LINDAS: Wouldn't it be better if the next time we meet, we had all of the railroads here, everybody who is going to be involved?

MR. SETON: We have the railroad right there.

MR. WRIGHT: To discuss the specific things volatiles, they need to make a statement. Then they must send it to Washington for approval.

MR. SETON: While we have everybody here, is there anybody else who has some consideration they would like to raise on either side?

MR. GILLMOR: As you know, we propose an addition to the radio lab that would extend out from existing buildings into the right of way. Reading this easement, it appears we will be capable of doing this or allowed to do this providing we do it according to their specifications.

MR. SETON: If you would like to come forward and show Mr. Lindas and Mr. Merchant and the others here what you are talking about.

MR. LINDAS: That is outside the construction area. We want to get within the three-fifths construction on the pier.

MR. SETON: Could you tell the highway engineer what plans you have for that? Then if we know definitely what they are and your timetable, we probably could agree, that we will put right into our agreement that you go ahead, even though you might be within the so-called area. We were also giving some

thought last week to a new tower there.

MR. GILLMOR: That is what I was going to ask. There is quite apt to be a supporting tower 180 feet high because we have to look over the top of your structure.

MR. WRIGHT: It is outside of the area over which we would have any jurisdiction.

MR. SETON: Your footings might have to go in this blue area.

MR. GILLMOR: We might come close to the easement line here with a footing, I don't know.

MR. WRIGHT: Your footing there would not be in conflict with the regulations in this easement area.

MR. GILLMOR: This hinges on the fact that this is the only alternate we have, and you people would be paying us for this tower.

MR. MERCHANT: It would be our responsibility to replace the existing installation to get it up above the top level.

MR. GILLMOR: Plus the fact that you have a 20-foot beam on top of that and we have to be above that and above clearance of any vehicle there because of the radio beam shining. It is in operation at the 80-foot level right now.

MR. MERCHANT: Our two levels, the highway is just above the height, too.

MR. ROHDE: The only problems I see out of this is we are talking about a temporary construction area outside of the right

of easement. There may be two construction areas in the same area.

MR. MERCHANT: I am sure so far as a construction easement goes, we would never need any space outside of the easement areas we have shown on these plans. That is the permanent easement.

MR. SETON: I would suggest that Mr. Gillmor prepare plans for the proposed enlargement of the radio building and also for this tower, and then submit them to the Highway Department.

MR. DAVIS: Along that same line, I should point out we have a proposed addition on the Marquam Street garage but that it would not be in the so-called exclusive easement area. It is outside of that area. Would they want that information, also?

MR. SETON: I think that is rather important, Ken, because everytime with the City of Portland, your grandfather clause rights lets you continue your function as you are, but you start making an addition or a change and then you have the Fire Department on your back to bring everything down to modern code.

MR. DAVIS: Our records will show both of these additions were brought up at budget time last year and they are on record.

MR. SETON: These additions you are talking about are not brought about because of the bridge ramps.

MR. DAVIS: No. In fact, these additions would probably be well under way if we had known last January and February what we were going to be faced with in terms of these ramps.

The only thing I thought it might affect would be the work areas they might want to ask for for construction purposes.

MR. SETON: Could you provide Irelan so he could forward it to the Highway Department rough plans of what you have in mind there?

MR. DAVIS: Yes.

MR. WALSTROM: The only thing I need is the clarifications of the easement and the basis on which you will accept on the various easements.

MR. PALMER: Mr. Seton, at the State's request about a year and a half ago we submitted plans of the Marquam Street garage to the State to be forwarded to Washington. Do any of you remember that?

MR. SETON: They are probably still in Washington.

MR. JACKSON: We forwarded the plans to Salem.

MR. PALMER: That was my understanding, and they were to go to Washington.

MR. JACKSON: They went down with our report on the fire-proofing.

MR. WRIGHT: They will ultimately have to go to Washington.

(Thereupon at 11:10 a.m., April 4, 1963, the meeting was concluded.)

RECEIVED
JAN 4 - 1963
FOR FILING

FORM E-30X—50M—8-62 43508

Interdept
6332

REFERRED TO 12/28/62
Tom Edwards
BY ASST. TRAFFIC ENGR.
Informational

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
December 28, 1962

SUBJECT: Future Sign & Illumination Contracts

To: Don Adams
Merle Bailey

In our current schedule of future contracts, Item No. 2 for April 23 covers erection of the super-structure for the Marquam Bridge. We will include our signing and illumination in this contract.

Scheduled for June 4 are Item No. 2, the East Marquam Interchange Section and Item No. 3, the West Marquam Interchange Section. We will include signing and illumination in both of these contracts.

Scheduled for August and later is Item No. 3, the West Park Avenue-Marquam Bridge Section of the Stadium Freeway. Signing and illumination will be included in the contract.

Will you please proceed with the necessary work for these contracts. We should first be sure that the Bridge Division has all of the necessary material for sign structure and illumination pole footings and then proceed with the detailed design. In the instance of illumination, any illumination which has not already been approved by the Bureau should be submitted to them at an early date. I believe that all of the material on the Marquam Bridge has been approved, but it will be necessary that we submit our usual information in regard to the section on the Stadium Freeway.

Val Johnson
Traffic Control Engineer

VPJ:pk
cc: J. A. Head

NOTED
J. A. HEAD

RECEIVED
JAN 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 31 1962
TRAFFIC ENGINEERING

RECEIVED
OCT 16 1962
FOR FILING

October 15, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

We have received your letter of October 3, containing previously requested comments concerning our proposed illumination plan for the upper and lower decks of the new Marquam Bridge.

We appreciate your comments concerning the possible production of pavement shadows because of light cutoff due to the dock beams. We will take the necessary precautions during the design and installation of this lighting to avoid these undesirable dark spots. Preliminary calculations indicate that it will be possible to mount mercury vapor units so that they will not be blinding to drivers and so that they will produce uniform lighting on the deck. However, if the final design indicates that this will not be possible then we will definitely consider a different type of light source as you have suggested. As you stated, economic factors have dictated our present investigation into the possibility of using mercury vapor luminaires.

We do wish to thank you for your comments, since they will be most useful in the design investigation for possible lighting on this structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
G. S. Paxson
F. B. Crandall

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 3, 1962

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(18)301
Marquam Bridge lighting plans

Mr. Edward's letter, dated August 15, requested our approval of a proposed illumination plan for the upper and lower decks of the Marquam Bridge.

The following comments are offered for your consideration.

The proposed lighting system will utilize forty-one 11,800 lumen mercury vapor luminaires mounted on 30 foot steel poles, stagger spaced at 70 to 80 foot intervals along the railing areas of the upper and lower bridge decks. Illumination on the pavement will average about 0.8 footcandles.

We note from the Typical Roadway Section sketch that the pavement illumination pattern of the top deck will be uniform and free from sharp dark shadows. However, we are unable to ascertain from the plans the spacing or distance and angular light cutoff between the luminaire and bottom edge of the girders shown on the lower deck. Should the spacing or mounting height be such that the girder cuts off too much of the high angle part of the light beam, then sharp dark shadows will be present in the pavement illumination.

It would not be advisable to mount mercury luminaires under the girder because the light center height to the pavement would be around 21 feet. The brightness factor for this mounting height would be large. Fluorescent luminaires could be used at this lower mounting height. However, if they were used on the lower deck, and mercury luminaires on the top deck, the question of color would arise. From a maintenance point, both decks should use the same type of luminaire.

The mercury vapor lighting system proposed by the State is the most economical method. Construction costs would be around $32,000, Maintenance about $1,500 per year. A fluorescent lighting system for both decks would require many more luminaires than the proposed

(more)

system and the construction and maintenance costs would be two to three times the cost of a mercury vapor system.

This section of Interstate route 5 meets the criteria established for continuous freeway lighting as set forth in "the AASHO Informational Guide for Lighting Controlled Access Freeways" and required in IM 40-2-60 dated April 15, 1960.

Based on these data favorable action by this office can be expected when the section is programed for construction.

RECEIVED
OFFICE OF

RECEIVED
DEC 18 1962
FOR FILING

A

August 15, 1962

Drawing # 8328C
8328H

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of a proposed illumination plan for the upper and lower levels of the Marquam Bridge. As may be seen, we are proposing the installation of mercury vapor luminaires on steel poles, both on the upper and lower decks. The design of the structure is unique, in that vertical clearance is available so that the steel poles can be installed and the luminaires operate properly on the lower level. This structure and possible illumination plans were recently discussed in a conference with Mr. Brocks of your office and Mr. Walter Champion of the Region 7 office in San Francisco.

Of the possible lighting systems discussed at the above-mentioned conference, it has been decided to submit the mercury vapor lighting plan for approval. It should be understood that the other types of systems discussed, consisting of fluorescent or a mixture of fluorescent and mercury vapor, would be acceptable to this office if a positive recommendation is made by Mr. Champion. However, it is our feeling that the mercury vapor installation will be the most economical from the standpoint of first cost and would at the same time provide adequate illumination.

For these reasons, we are submitting this type of system for your consideration and approval. The luminaire spacings and traffic data have been shown on the plan view. In addition, we have indicated the general illumination and culture that exists on the ground level at each end of the structure.

We are requesting approval of this section for lighting on the basis that both approaches to the structure will be illuminated in the future and also on the basis that the cross-section elements could form hazardous conditions - Case "A", paragraph "d", of "An Informational Guide for Lighting Controlled Access Highways" and on Case "B".

It should be mentioned also that the City of Portland has agreed to accept a portion of the operating costs of this illumination. Your early attention to this request will be most appreciated, since we are arriving in the near future at the point in the design work for the structure that requires either the inclusion or the omission of electrical conduit and pole footings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
G. S. Paxson
F. B. Crandall

LEG:mgm/sm jw

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JUN 19 1962
FOR FILING

FORM E-30X—80M—11-61—40281

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

June 12, 1962

SUBJECT: Proposed Illumination
Marquam Bridge - Upper and Lower Level Decks
I-5

To:

Ivan D. Merchant
Bridge Engineer
B U I L D I N G

There are attached plan sheets which indicate the plan and elevation of the Marquam Bridge. These plan sheets were obtained from your Division in order that a proposed illumination system could be tentatively designed. These plan sheets show this installation, both with respect to the upper and lower levels.

We are transmitting this proposed plan to you at this time, in order that you might check to see if the structural design will be such that it would be feasible to install the poles shown on both levels. The steel poles would be of the standard, tapered design, 28 feet in height and with a 10 inch bolt circle, as is normally used when installing units on bridge handrails. Most particularly, we would appreciate your Division checking the location of these units and to determine what units might have to be shifted to fall into handrail position locations and to so indicate these units to us.

After these final pole locations are determined, we will then transmit this proposed plan to the Bureau of Public Roads for final approval. It should be noted on both plan sheets that it is our proposal to mount certain of the mercury vapor luminaires overhead, attached to the structural members of the bridge. We would appreciate your advise as to the feasibility of doing this.

At such time as the Bureau of Public Roads has given preliminary approval to this plan, final details for conduit and anchor bolt installations can be coordinated with your office.

Original Signed by
F. B. Crandall

F. B. Crandall
Traffic Engineer

RECEIVED
JUN 13 1962
OFFICE OF
ENGINEER

NOTED
TOM EDWARDS

LBG:mgm
Attachment
cc: Tom Edwards

RECEIVED
APR 23 1962
FOR FILES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

April 20, 1962

SUBJECT: Proposed Illumination
West Marquam Interchange
I-5

To: L. E. George
Traffic Operations Engineer
OFFICE

I return herewith your letter of April 19 and plans on the above subject relating to the illumination of the west approach to the Marquam Bridge and continuing the lineal illumination from the Baldock Freeway thereto. In discussion yesterday several points were clarified which I am setting down hereinafter to assist you in prosecuting this work.

First off, I talked with Ivan Merchant and he advises that he wishes us to proceed with a complete layout circuit design and give him, at an early date, pole footing and conduit locations to incorporate into the structural design.

I also talked with Mr. Tom Edwards and he has ok'd the use of mercury lights for the lower deck but be sure that we are well lighted. He wishes us to once again look at our spacing arrangement to be sure that there is more than adequate illumination on the pavement surface on the lower level. Especially do we need this to have light to offset traffic distractions inherent in design.

I would also like to have you review the basic design standards and see what can be done to tighten up the spacing on your lineal sections about 20% to eliminate the tendency for dark spots to exist as are evidenced along the Tigard-Harbor Drive Section of I-5. This latter statement would be true of all urban illumination. I believe you now have plans for the Structure "A" illumination in Mr. Shaw's hands to discuss with the City and obtain their concurrance in our plan. These also need to be examined.

J. A. Head
Asst. Traffic Engineer

JAH:tm
cc: Tom Edwards
Ivan Marchant
Lloyd Shaw

NOTED
TOM EDWARDS

RECEIVED
APR 23 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 14 1960
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: November 9, 1960

FROM : C. S. Polk, Division Engineer
08-35.2-DA Salem, Oregon

SUBJECT: Oregon Project I-5-6(18)301

We have approved as of this date the P. S. and E. documents for Oregon Project I-5-6(18)301, Marquam Bridge Section, foundation investigations, as proposed by Mr. Merchant's letters of October 27, 1960 and November 7, 1960.

This is to authorize your advertising for bids.

Porter

RECEIVED
NOV 24 1961
FOR FILING

Salem, Oregon
November 24, 1961

Mr. Walter T. Wright

AASHO Policy Relative to Overbuilding of Private Facilities

I attach hereto three prints from an AASHO policy which was approved in October of this year concerning the air rights either above or below the Interstate Highways. In connection with our Marquam Bridge approaches, there are several paragraphs that are of interest.

In the third paragraph on page 2, you will note that air space cannot be used closer than 2 feet below the under side of a viaduct, ant that proper room must be left for columns and foundations.

Any plans for the development of the space, including facilities which are now in place and which could be overbuilt, must be approved by the State. This is in the next to the last paragraph on page 2.

In the third paragraph on page 3, is the requirement that all buildings must be fireproof and not used for the manufacture or storage of inflammable material.

On page 7 in the fifth, seventh and ninth paragraphs, are provisions forbidding any use which would create fumes or smells, restricting signs to small sizes which are not visible from the freeway and requiring that maintenance be satisfactory to the State.

There are also paragraphs on page 4 which provide for revoking the permit should conditions not be conformed to.

I would like to see an estimate of the costs of right of way; first, where we overbuild facilities now in use with our viaduct, and second, where we take title and clear out everything between the right-of-way lines. In any consideration of overbuilding, we should take title to the property and then give easements back for the use of the land.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

AN INFORMATIONAL GUIDE ON
AIR RIGHTS ABOVE AND BELOW INTERSTATE HIGHWAYS

October 1961

Approved by the
Committee on Planning and Design Policies
American Association of State Highway Officials
Approved October 7, 1961 by the Executive Committee for use as a Guide

General

Lee Clevenger Memo 31

The Highway Act of 1961 revised Section 111 of Title 23, U. S. Highways, to enable the Secretary of Commerce, in agreements with the State highway departments for improvement projects on Interstate highways, to authorize a State or political subdivision thereof to use or permit the use of the airspace above and below the established grade line of the highway pavement not only for the parking of vehicles as in the previous act but for any purpose, provided such use does not interfere in any way with the free and safe flow of traffic on the freeway, and provided there is no direct connection between the facility using such airspace and the Interstate highway.

In order to conform with the requirements of the Act, as stated above, and yet insure the stability and safety of the freeway, the free access thereto, and the freedom and safety of traffic thereon, it is desirable to outline the rules and controls under which the air rights above and below Interstate highways may be used so that they can be applied uniformly throughout the States.

The rules and controls including dimensions, which follow, are deemed to be minimum and should be exceeded wherever economically feasible.

Rights Above and Below Interstate Highways

Air rights below Interstate highways usually are for use of space below viaducts which carry the roadways of an Interstate highway.

Air rights over Interstate highways usually are for use of space above a depressed section of Interstate highway or above one at the general existing ground level.

In rare cases there may be air rights for use of space above and below an Interstate highway.

The right to use the airspace above or below an Interstate highway may be granted for parking in the form of parking lots or parking buildings, for

(more)

any roadways and for any other use or structures, provided it is approved by the State highway department and determined by them that the facilities to be provided are constructed in such a manner as to not impair the stability and safety of the Interstate highway, do not interfere in any way with the free and safe flow of traffic on the Interstate highway, and have no direct connection with the Interstate highway.

The agreement granting right to use the airspace above or below an Interstate highway should include a detailed three-dimensional description of such airspace.

The airspace below an Interstate highway viaduct for which air rights are to be granted shall omit the viaduct, all the space above it, all the space below it to a plane at least 8 feet below the underside or soffit of the viaduct, and all the space occupied or to be occupied by the supports and foundations of the viaduct, including possible expansion in the foreseeable future. The agreement may permit motor vehicles to encroach on the omitted space below the viaduct.

The airspace above an Interstate highway for which air rights are to be granted shall omit all the space above the highway to a plane at least 16 feet 4 inches above the entire roadway width, including possible expansion in the foreseeable future, except that the space needed for columns and foundations to support the structure to use the airspace may be included. Where control and direction signs are needed for the Interstate highway operation such vertical clearance shall be at least 20 feet.

No air rights are to be granted for space above ramps and the roadways with which they connect for sufficient distances so that interchange movements are made in the open and drivers can see all that is necessary for safe and free maneuvers.

The agreement granting air rights above or below an Interstate highway shall include the following conditions:

The plans for the structure to occupy the airspace and the manner of constructing same, shall be submitted to the State highway department and those features affecting the highway approved by them before work is started.

The structure supports must be located to clear all horizontal dimensions established by the State highway department. All supports shall be clear of the shoulder or safety walks of the outer roadways of the Interstate highway except that where there is sufficient width of median or outer separation as determined by the State highway department, supports may be located therein. All supports are to be back of or flush with the face of any wall at the same location.

(more)

Where the State highway department deems it necessary for the proper operation of the Interstate highway, no columns are to be located on the approaches to ramps or to the signing necessary for such ramps where such supports are likely to obscure the vision of approaching drivers.

Where the structure is on line with the approach to an airport runway its height shall be limited to conform to current Federal Aviation Agency regulations.

The structure is to be fireproof and is not to be used for the manufacture or storage of inflammable material or for any occupation which is deemed by the State highway department to be a potential fire or other hazard to the Interstate highway.

Structures over Interstate highways shall not occupy more than 300 linear feet of an Interstate highway and each covered length shall be preceded and followed by an uncovered section of equal length except where complete tunnel ventilation and lighting are provided for the Interstate highway.

Unless tunnel ventilation is provided, structures over Interstate highways shall be so designed and constructed as to facilitate natural ventilation of the highway. To this end the underside and any supports for such structures shall have smooth and easily cleanable surfaces. Supports for such structures shall leave as much open space on the sides of the Interstate highway as feasible which space shall be appropriately grated where deemed necessary by the State highway department.

The occupancy and use of any structure under an Interstate highway shall not be such that an unreasonably objectionable amount of fumes, vapor or smells will rise above the level of the structure.

The design, occupancy and use of any structure over an Interstate highway shall be such that the Interstate highway will not be subject to drippings, droppings or discharge of any kind therefrom, including rain and snow.

On-premise signs are to be restricted in size, location and design to those necessary to indicate ownership and each activity being conducted in the facility to occupy the airspace. No such sign shall be visible from the Interstate highway. Plans for all signs shall be submitted and approved by the State highway department before they are erected.

Construction procedures of any structure above or below an Interstate highway shall not require any temporary or permanent change in alinement or profile of the Interstate highway.

Provision is to be made for the proper maintenance of the facility to occupy the airspace to be sure that the structures and the area within the highway

(more)

right-of-way boundaries will be kept in good condition and be pleasing in appearance.

Air rights shall be revokable in the event the requirements of the agreement under which the facility to occupy the airspace is constructed, are not complied with.

Air rights shall be revokable in the event the use of the facility for which the air rights are granted ceases or the facility is abandoned. The grantee shall not have the right to transfer its rights without consent of the State highway department.

The agreement shall provide that, in the event air rights are revoked and the State highway department deems it necessary to remove the facility occupying the airspace, the removal, in the manner prescribed by the State highway department, shall be the responsibility of the grantee.

Added Highway Facilities

Where the proposed use of the airspace above or below an Interstate highway, in the opinion of the State highway department, requires additional highway facilities for the proper operation and maintenance of the highway they shall be provided without cost to the highway project. These might take the form of fixed source lighting, ventilation, additional signing and marking, special warning and communication devices, or other facilities.

Accessibility

The design and construction of the facility permitted by the air rights shall be such that the Interstate highway is easily accessible for maintenance and reconstruction and the agreement shall retain for the State the authority to enter upon the right-of-way and perform such maintenance and reconstruction. The agreement shall also enable the State to have full access to inspect the facility provided as a result of granting air rights.

Insurance

The agreement for the use of air rights shall, where necessary, require the grantee to provide additional safeguards to protect the public, such as adequate insurance for the payment of any damages which might result during the construction of the facility occupying such airspace or thereafter, and save the State harmless from damage.

(more)

Easements for Interstate Highways

A State highway department may deem it appropriate to acquire a three dimension easement for the Interstate highway, including the supports and foundations therefor, but omitting the space above or below it. Except where the Interstate highway crosses a railroad or other utility the agreement shall provide that the space above or below the Interstate highway may be used only under the applicable conditions herein for granting air rights.

End

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OCT 11 1961
FOR FILING
I-E-6(47)391
4332

October 10, 1961

Mr. Fred T. Fowler
Highway Engineering Co-ordinator
113 City Hall
Portland 4, Oregon

Dear Mr. Fowler:

Reference is made to your letter of October 5 in regard to the placing of water mains on the Marquam Bridge.

Mr. Paxson is out of town and will not return until October 22. He can arrange after his return to set a date for a meeting with you and Mr. Anderson.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. W. C. Williams
Mr. G. S. Paxson

nordlander, kelley and luck
CONSULTING ENGINEERS
n k l
113 CITY HALL • PORTLAND 4, OREGON • CAPITOL 8-6141, EXT. 309
FRED T. FOWLER • HIGHWAY COORDINATOR

October 5, 1961

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Dear Mr. Paxson:

Transmitted herewith are copies of various communications concerning the placing of water mains on the Marquam Bridge by the City Water Bureau.

My letter to Mr. Williams, dated June 20, 1961, set forth the contentions of the city with regard to this vital matter.

Your reply, dated June 23, 1961, requested certain information with regard to the size of mains desired and the cost of maintenance of under-water pipe lines.

The reply of Mr. Kenneth Anderson, Chief Engineer of the Water Bureau, dated June 29th, is missing from my files and I have no record of its having been transmitted to your office. A copy of it is included with this communication. My recent conversation with Mr. Lloyd Shaw indicated that the design of this structure was quite well along, and that any action which might be taken with regard to the water mains would have to be taken immediately.

Will you please arrange a date for a meeting, either in your office or at the City Hall, so that this matter can be discussed directly with Mr. Anderson and myself, in order that a final disposition of this vital problem can be made?

Yours very truly,

F. T. Fowler

Fred T. Fowler
Highway Engineering Co-ordinator

FTF:l
Enclosures

RECEIVED
OCT 9 1961
OREGON
STATE HIGHWAY COMMISSION

June 29, 1961

Water Engineers

HIGHWAY COORDINATOR

Fred T. Fowler, Highway Coordinator

WATER MAINS ON THE PROPOSED MARQUAM BRIDGE

Dear Fred:

I have reviewed W. C. Williams, State Highway Engineer's letter of June 23, 1961, on the above-referred-to subject.

The Bureau of Water Works is facing a shortage of water to the west side of the Willamette River as a result of population growth and increased demands for additional service. The matter is complicated by the problems of installing and maintaining supply lines across the Willamette River.

At the present time, the Bureau of Water Works has four mains crossing the river, two of which are suspended from the Ross Island Bridge and two additional lines which cross the river between the proposed Marquam Bridge and the Hawthorne Bridge. Of the latter, the more southerly main, which crosses the river in the vicinity of S. W. Mill Street extended east, is presently out of service due to the leakage which is extremely difficult to locate and repair. To date, many thousands of dollars have been expended in an effort to keep these two lines in service.

There are at present no bridges in this area suitable for a pipeline crossing with the exception of the Ross Island Bridge. The other structures have lift spans or are of a bascule type which preclude the installation of a water main.

The proposed main or mains which would be installed on the Marquam Bridge would be two 48" mains. It is anticipated that there would be no leakage on the structure from the mains themselves. A small amount of condensation could be expected during warm weather which should not constitute a maintenance problem.

I shall be glad to furnish further information at such time as it is required.

Very truly yours,

H. KENNETH ANDERSON
Chief Engineer

HKA:gr

June 27, 1961

Mr. Kenneth H. Anderson
Superintendent
Bureau of Water Works
City Hall
Portland 4, Oregon

Dear Mr. Anderson:

Transmitted, herewith, is a copy of a reply from Mr. G. S. Paxson, Assistant State Highway Engineer, to my communication of recent date relative to the placing of water mains on the proposed Marquam Bridge.

Will you please assemble all of the required information relative to the sizes of the proposed mains and the proposed designs of the maintenance workways so that flooding of the lower roadway would be avoided in case of a rupture of the main at any point. It would be well to limit the size of the proposed mains as much as possible.

Please furnish all possible information with regard to your under-river crossings and their maintenance problems. It will be necessary to provide all possible supporting data for these pipelines in order to overcome the objections of the Bureau of Public Roads.

Yours very truly,

NORMANDAR, KELLEY AND LUCA

By: Fred T. Fowler
Highway Coordinator

FTF:il

Enclosure

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JUN 23 1961
FOR FILING

Land
Projects
Misc.
Portland

June 23, 1961

Mr. Fred T. Fowler
Highway Coordinator
208 City Hall Annex
Portland 4, Oregon

Dear Mr. Fowler:

Reference is made to your letter of June 20 concerning the attachment of water mains to the Marquam Bridge over the Willamette River. It would seem that the only feasible place for attachment of water mains of the size I think you want would be below the upper roadway and above the lower roadway. It is true that we have depth here sufficient to accommodate them. I am sure this will be resisted by the Bureau of Public Roads, as any leakage from these mains would spill directly down on the roadway, and any maintenance work done on the line would be above moving traffic with some danger of damage due to the droppage of material or equipment.

I would be willing to discuss this matter with the Bureau, but first I should know what size lines you propose, and I should also have some evidence of the impracticability of either carrying these lines under the river as you are now doing or attaching them to one of the county bridges in the neighborhood, preferably the Ross Island Bridge, which is a fixed span. This discussion of the difficulties of carrying the pipe line anyplace but on the interstate bridge should be reinforced with history of the trouble you have had with any existing lines.

I would be glad to confer with you at any time I can have sufficient information to make a layout of possible attachment and some estimate of the cost of making the attachment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ac

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

nordlander, kelley and luck
CONSULTING ENGINEERS
nkl
208 CITY HALL ANNEX • PORTLAND 4, OREGON • CAPITOL 8-6141, EXT. 309
FRED T. FOWLER • HIGHWAY COORDINATOR

June 20, 1961

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams:

Some months ago, your office was contacted by Mr. Ken Anderson, Portland Water Bureau Engineer, concerning the possibility of placing two large water mains on the proposed Marquam Bridge in order to eliminate the necessity for additional underwater pipe lines in the future.

At that time, your office indicated that it was contrary to U. S. Bureau of Public Roads policy to place public utilities of any of the rights-of-way of the Interstate Highway System, unless it could be shown that no other suitable location was available.

It can be readily shown from statistics that additional pipe lines across the Willamette River will be needed in the near future to serve the rapidly growing needs of the west-side area of the City and it's adjacent metropolitan areas.

It should be also apparent that the construction of underwater pipe lines, with the constant danger of breakage and the consequent extreme difficulty of making the necessary repairs, is not the proper solution to the problem if there is any possibility of making such installations on the Marquam Bridge.

Such information as I have would indicate that two pipe lines could be installed under the upper deck of the proposed structure, with the necessary cat-walks, so that service could be made on the lines without interference with the traffic on the roadways.

Since this matter is of such vital importance to the City of Portland, I would appreciate your giving this problem additional study and setting a date for a conference with the Water Bureau Engineer and myself, at which time a more complete understanding may be obtained by all interested parties.

Yours very truly,

NORDLANDER, KELLEY AND LUCK

F. T. Fowler

By: Fred T. Fowler
Highway Coordinator

FTF:il

c.c. Mr. Ken Anderson
Water Bureau Engineer

RECEIVED
JUN 21 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF PORTLAND

INTER-OFFICE CORRESPONDENCE

(NOT FOR MAILING)

From Dept. of Water Engineers — October 12, 1960

To Dept. of PUBLIC UTILITIES

Addressed to Commissioner Mark A. Grayson

Subject PIPE LINES ON MARQUAM BRIDGE

Dear Sir:

Additional water is needed on the west side of the Willamette River. It would be desirable to provide in the design of the Marquam Bridge facilities to install two 48" steel pipe lines at a later date. In the design and erection of the Ross Island Bridge, a similar procedure was followed.

Since 1950, the overall use by the City of Portland and immediately surrounding areas has increased approximately 100,000,000 gallons per day on the maximum summer days.

Due to the greater loading on the bridge, more materials will be required; however, the added cost is extremely low when compared to installing underwater mains.

It is recommended that Fred Fowler, Highway Coordinator, be instructed to discuss the problem with the State Highway Department officials in Salem, Oregon.

Very truly yours,

H. Kenneth Anderson
Chief Engineer

HKA:gr

CC: Fred Fowler

RECEIVED
JUN 2 1961
FOR FILING

June 1, 1961

8328-C

Drawing # 8328-H

Mr. Hilmar Grondahl, Chairman
Portland Art Commission
City Hall
Portland, Oregon

Dear Mr. Grondahl:

In reply to your letter of May 24 concerning the general design of the Marquam Bridge, I am enclosing a copy of the preliminary study drawing which shows the plan and elevation of the main river spans. Also enclosed is a copy of a preliminary plan which shows the typical sections for the Marquam Bridge. We are in the process of revising our model of the interchanges and the main river span at this time. This model should be completed in the near future and can be made available for study upon request.

I sincerely hope the information being transmitted is sufficient for your purposes. When the models are complete, photographs of same could be made available to your organization if you so desire.

Very truly yours,

W. C. Williams
State Highway Engineer

enc.
cc Mr. Forrest Cooper
Mr. Tom Edwards
GKA:jp ms

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APR 7 1961
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Proj.
Maint. Portland
Marquam Bridge

April 7, 1961

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island
Post Office Box 4099
Portland 8, Oregon

Dear Mr. Winn:

In response to your letter of March 24, I attach hereto the original of the permit which you issued on July 14, 1959 authorizing the construction of the Marquam Bridge with a clearance of 96.5 feet.

Since this application has been revised in accordance with the drawings dated March 13, 1961, the permit of July 14, 1959 is no longer valid.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. W. C. Williams

Commissioners
DENNIS J. LINDSAY
President
LEE E. CALDWELL
Vice-President
LUKE L. ROBERTS
Secretary
HOWARD B. SOMERS
Treasurer
THOMAS M. CAMPBELL
CAPT. RALPH F. CAPLES
DONALD G. DRAKE
RAYMOND M. KELL
LEW S. RUSSELL

General Manager
JOHN J. WINN, JR.

Executive Assistant to the General Manager
ERNEST HAYCOX, JR.
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
C. H. COVER
Mgr., Marine Dept.
A. J. HEINEMAN
Chief Engineer
R. A. NEUMEISTER
Comptroller
E. W. BAUER
Director of Public Information
E. H. DIDZUN

THE PORT OF PORTLAND

Swan Island, P. O. Box 4099, Portland 8, Oregon

March 24, 1961

Mr. G.S. Paxson
Assistant Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

In order that the Port may clear its records, please find enclosed herewith Permit #61-6 issued by The Port of Portland on March 23, 1961, for construction of the Marquam Bridge. This permit cancels the original Port of Portland permit dated July 14, 1959, for this installation.

The attached permit is issued by The Port of Portland without properly executing the tracings of the permit drawings which consist of Sheets 1 and 2 of 3, dated October 5, 1960, and Sheet 3 of 3, dated October 5, 1960, revised March 13, 1961. This is in accordance with our telephone conversations with you and the Corps of Engineers on March 23, 1961.

Also, in order to satisfy our records, it is respectfully requested that prints of the cancelled permit tracings be submitted to the Port with evidence indicating such cancellation.

Very truly yours,

THE PORT OF PORTLAND

JOHN J. WINN, JR.
General Manager

ERA:mb
Encl.

cc: Corps of Engineers
Commission of Public Docks

RECEIVED
MAR 29 1961
OREGON
STATE HIGHWAY COMMISSION

THE PORT OF PORTLAND
P.O. BOX 4099
PORTLAND 8, OREGON

NOTE: It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringment of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining Federal assent to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE PORT OF PORTLAND SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION.

P E R M I T #61-6

Oregon State Highway Department
Salem, Oregon

The Port of Portland
March 23, 1961

Referring to written request to The Port of Portland of July 10, 1959; The Port of Portland PERMIT of July 14, 1959, which is hereby canceled; and to letter to The Port of Portland of March 21, 1961,

I have to inform you that by authority of The Port of Portland Commission, acting under the statutes of the State of Oregon delegating to it control of navigation in the Willamette and Columbia rivers between Portland and the sea, you hereby have the authorization of the Commission to

> construct a bridge over the Willamette River at Portland, Oregon in accordance with Oregon State Highway Department drawings, Sheets 1 of 3 and 2 of 3 dated October 5, 1960, and Sheet 3 of 3 dated October 5, 1960, revised March 13, 1961,

subject to the same conditions as are stated in the Permit or Permits of the Corps of Engineers of the U.S. Army, issued to you and covering this work, except that in Condition (g) stated in the Engineers' Permit, The Port of Portland shall be substituted for the United States.

This permit shall become effective on the date the Corps of Engineers shall have issued a permit.

THE PORT OF PORTLAND COMMISSION

By _____
General Manager

ERA:mb

cc: Corps of Engineers
Lofton L. Tatum
R.A. Neumeister
Commission of Public Docks

APPROVED AS TO FORM
_____
of Counsel for The Port of Portland

RECEIVED
JUL 13 1959
FOR FILING

Const
Proj
Maint - Port Hwy

Marquam Bridge

July 10, 1959

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island, P. O. Box 4099
Portland 8, Oregon

Dear Mr. Winn:

Attached hereto are original tracings and one set of prints therefrom covering the Marquam Bridge over the Willamette River in Portland. Under War Department rules we are required to get the approval of the Port having jurisdiction prior to submission to the U. S. Engineers.

I am sure you will find these drawings conform to information given at our previous conferences. It would be greatly appreciated if you would have the three tracings signed by the President and Secretary of the Port and return them to me. We wish to have this hearing at an early date as possible, and the earliest practicable return of the tracings would be appreciated. The prints are for your file pending final action by the U. S. Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gn
Attach.
cc Mr. W. C. Williams



APPROVED:
PORT OF PORTLAND

_____
PRESIDENT

_____
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH COUNTY, OREGON
JUNE 26, 1959 SHEET 1 OF 3

STA 479+27.04
HARBOR LINE

STA 467+94.33
HARBOR LINE

SOUNDING ARE IN FEET AND REFER TO L.W. LW CORRESPONDS TO A ELEVATION OF 19 FEET ABOVE MSL. 1947 ADJUSTMENT.

LOCATION MAP

GRID NORTH

BURNSIDE ST.

LOVEJOY ST.

BROADWAY

AVE.

CLAY ST.

HARBOR DR.

WILLAMETTE RIVER

PROPOSED BRIDGE

E. CHANNEL

EAST BANK FREEWAY

INTERSTATE AVE.

OREGON ST.

BROADWAY ST.

UNION AVE.

APPROVED:
PORT OF PORTLAND

PRESIDENT

SECRETARY

0 100 200 300 400
YARDS

POWELL BLVD.

HAWTHORNE ST.

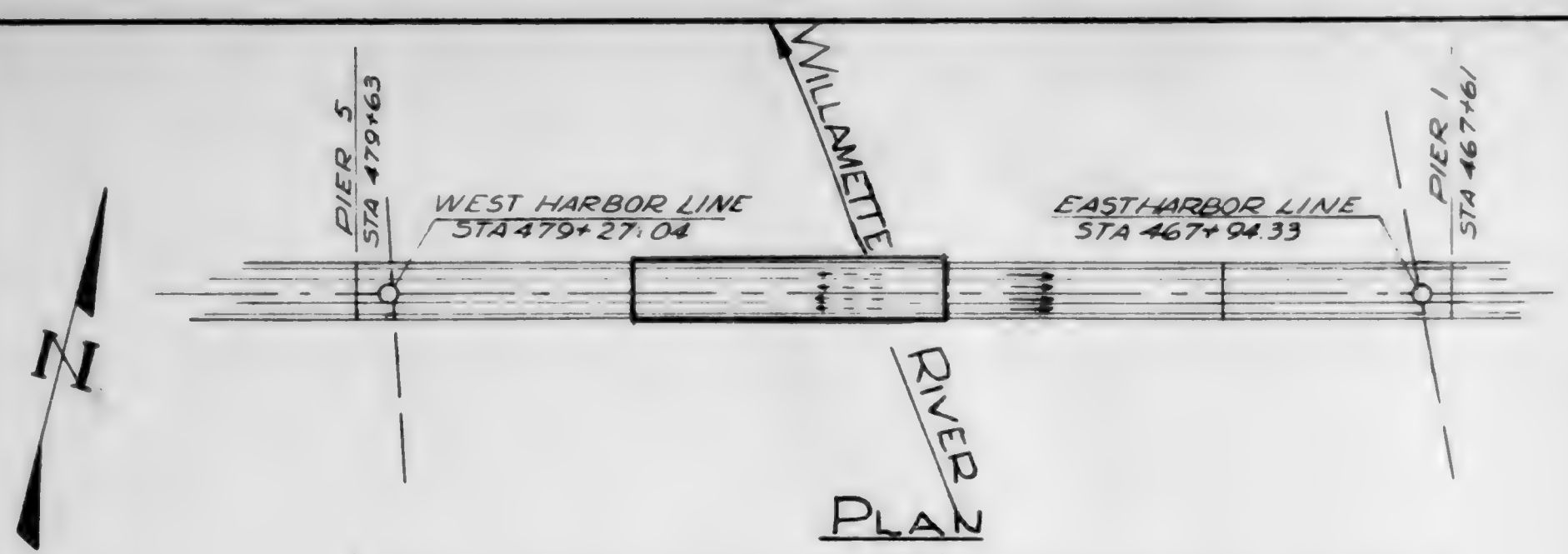
MORRISON ST.

BURNSIDE ST.

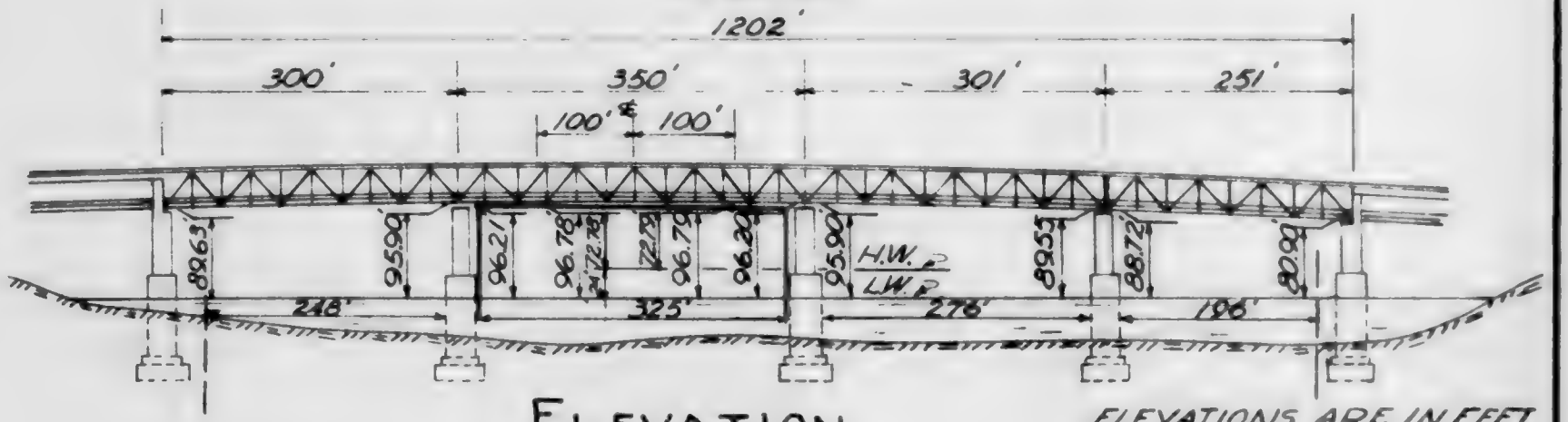
TRACED FROM C&GS CHART No. 6155

VICINITY MAP

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH COUNTY, OREGON
JUNE 26, 1959 SHEET 2 OF 3



PLAN



ELEVATION

Scale in feet

ELEVATIONS ARE IN FEET AND REFER TO L.W. L.W. CORRESPONDS TO A ELEVATION OF 1.9 FEET ABOVE M.S.L. 1947 ADJUSTMENT.

APPPOVED:
PORT OF PORTLAND

PRESIDENT

SECRETARY

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH COUNTY, OREGON
JUNE 26, 1959 SHEET 3 OF 3

State of Oregon }
County of Marion } ss

I, C. W. Head, Assistant Secretary of the Oregon State Highway Commission, do hereby certify that the attached excerpt from the minutes of the meeting of the Oregon State Highway Commission of July 2, 1959, entered in Volume XLIV of the minute book, pertaining to a permit for the Marquam Bridge over the Willamette River in Portland, has been compared by me with the original, and that the same is a true and correct copy of said portion of the minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the Oregon State Highway Commission this 7th day of July, 1959.

C. W. Head

Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

Salem, Oregon
July 2, 1959

The Oregon State Highway Commission met in regular session at 10:00 a. m. in Room 418 of the State Highway Building in Salem. Present were:

M. K. McIver, Chairman
K. N. Fridley, Commissioner
Glenn L. Jackson, Commissioner
W. C. Williams, State Highway Engineer
Forrest Cooper, Deputy State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
P. M. Stephenson, Assistant State Highway Engineer
L. I. Lindas, Chief Counsel
Geo. E. Rohde, Assistant Chief Counsel
Walter T. Wright, Right of Way Engineer
C. H. Armstrong, State Parks Superintendent
C. H. Maison, Auditor
Floyd Query, Secretary

* *

The Engineer requested authority to apply to the U. S. Corps of Engineers for a permit for the Marquam Bridge over the Willamette River in Portland, which will connect the East Bank Freeway with the Baldock Freeway. The Commission granted the Engineer's request for authority to make the application as prescribed by law.

* *

RECEIVED
MAR 22 1961
FOR FILING
7 E 4 (57) 341
6132

March 21, 1961

The Port of Portland
Swan Island
Post Office Box 4099
Portland 8, Oregon

Re: U.S.E.D. Permit for
Marquam Bridge in
Portland

Attention: Mr. R. A. Neumeister

We received notice from the U. S. Engineers, dated March 3, 1961, that the Chief of Engineers had ruled that a 120-foot vertical clearance under the bridge would be required. They directed that we revise Sheet No. 3 of our application dated October 10, 1960 and resubmit the application. This has been done, and I am attaching hereto a print from our revised Sheet No. 3 of the application.

Apparently, the U. S. Engineers assumed that the position of the Port had been made clear in testimony at the earlier hearings. In any event, they did not direct that we secure formal approval of the Port in our revised application.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

Commissioners
DENNIS J. LINDSAY
President
LEE E. CALDWELL
Vice-President
LUKE L. ROBERTS
Secretary
HOWARD B. SOMERS
Treasurer
THOMAS M. CAMPBELL
CAPT. RALPH F. CAPLES
DONALD G. DRAKE
RAYMOND M. KELL
LEW S. RUSSELL

General Manager
JOHN J. WINN, JR.

Executive Assistant to the General Manager
ERNEST HAYCOX, JR.
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
C. H. COVER
Mgr., Marine Dept.
A. J. HEINEMAN
Chief Engineer
R. A. NEUMEISTER
Comptroller
E. W. BAUER
Director of Public Information
E. H. DIDZUN

THE PORT OF PORTLAND

Swan Island, P. O. Box 4099, Portland 8, Oregon

March 20, 1961

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Paxson

SUBJECT: Marquam Bridge Permit

Dear Mr. Williams:

Under date of July 14, 1951, The Port of Portland transmitted to the State of Oregon Highway Department, a permit issued in response to your request to the Port of July 10, 1959 for the Marquam Bridge based on an approximately 96 foot clearance.

Since then, we have had numerous pieces of correspondence regarding the bridge at a 110 foot clearance and it is our understanding now that the Marquam Bridge has been finalized at a 120 foot vertical clearance. In this regard, it is also our understanding that the Corps of Engineers is in the process of issuing a permit to your organization for this bridge at the said 120 foot clearance.

In order that the Port may clear its records on this matter, it is suggested that a revised request be submitted to the Port of Portland for a permit for the new finalized design.

In anticipation of your prompt submission, of this revised request, the Port is scheduling this matter for the Commission meeting agenda of April 10, 1961.

Thank you for your cooperation in this matter.

Very truly yours,

THE PORT OF PORTLAND

R. A. NEUMEISTER,
Chief Engineer

RAN:cma
cc: District Engineer
Corps of Engineers

RECEIVED
MAR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1961
FOR FILING

I 5-6 (67) 3-1
6332

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

REFERRED TO Paxson

NPPKW-1.4
NPP 285/70a(Willamette Riv.-Bridge)-9.

16 March 1961

PUBLIC NOTICE

As a result of public hearings held on 2 September 1959 and 17 October 1960, and correspondence with local interests, agreement has been reached as to suitable vertical clearance for the proposed Marquam Bridge. The Oregon State Highway Department, Salem, Oregon, in line with this agreement has submitted revised plans for a new highway bridge (MARQUAM) to be constructed across the WILLAMETTE RIVER at Portland, Oregon.

The plans submitted by the applicant show the proposed bridge to be about midway between the existing Hawthorne and Ross Island bridges, as indicated at the 17 October 1960 hearing. The applicant proposes to construct a fixed double-deck structure with four lanes eastbound on the upper deck and four lanes westbound on the lower deck. Navigation clearances proposed are:

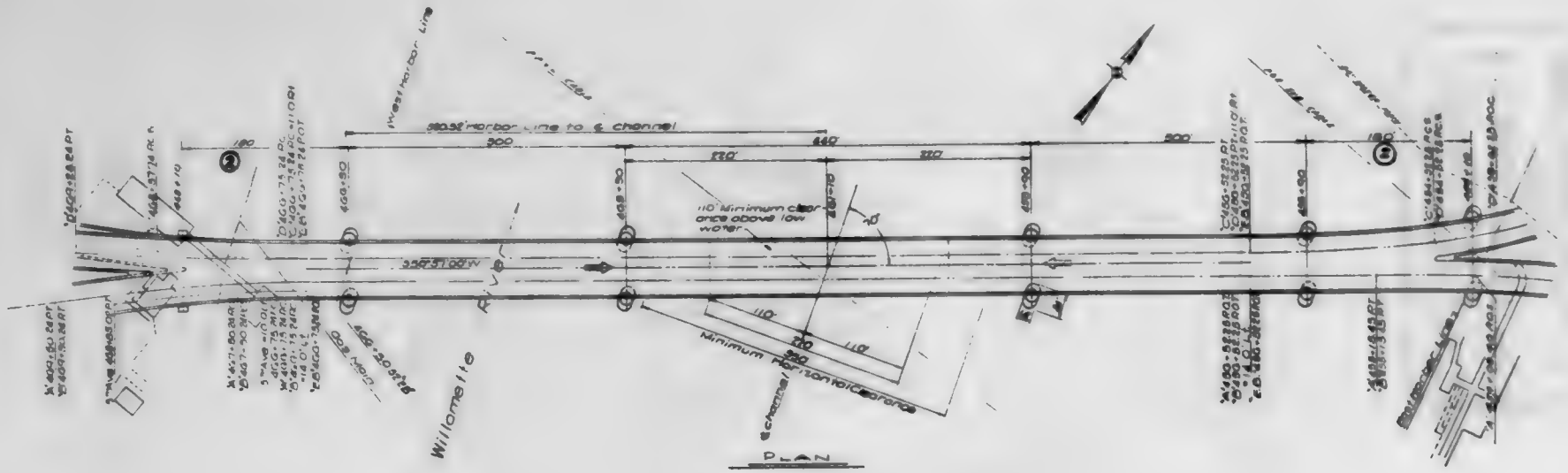
Horizontal:	350 feet between piers
Vertical:	120 feet above low water

Plans showing the location and clearances of the bridge are reproduced on the reverse side of this notice. This proposed bridge will be recommended for approval. No further public hearing will be held.

JOHN F. KIMBEL
Lt Colonel, Corps of Engineers
Acting District Engineer

RECEIVED
MAR 2 0 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 2 0 1961
OFFICE OF
STATE HIGHWAY ENGINEER
NOTED





ELEVATIONS ARE IN FEET & REFER TO LOW WATER, WHICH CORRESPONDS TO AN ELEVATION OF 1.9 FEET ABOVE MSL. 1947 ADJUSTMENT.

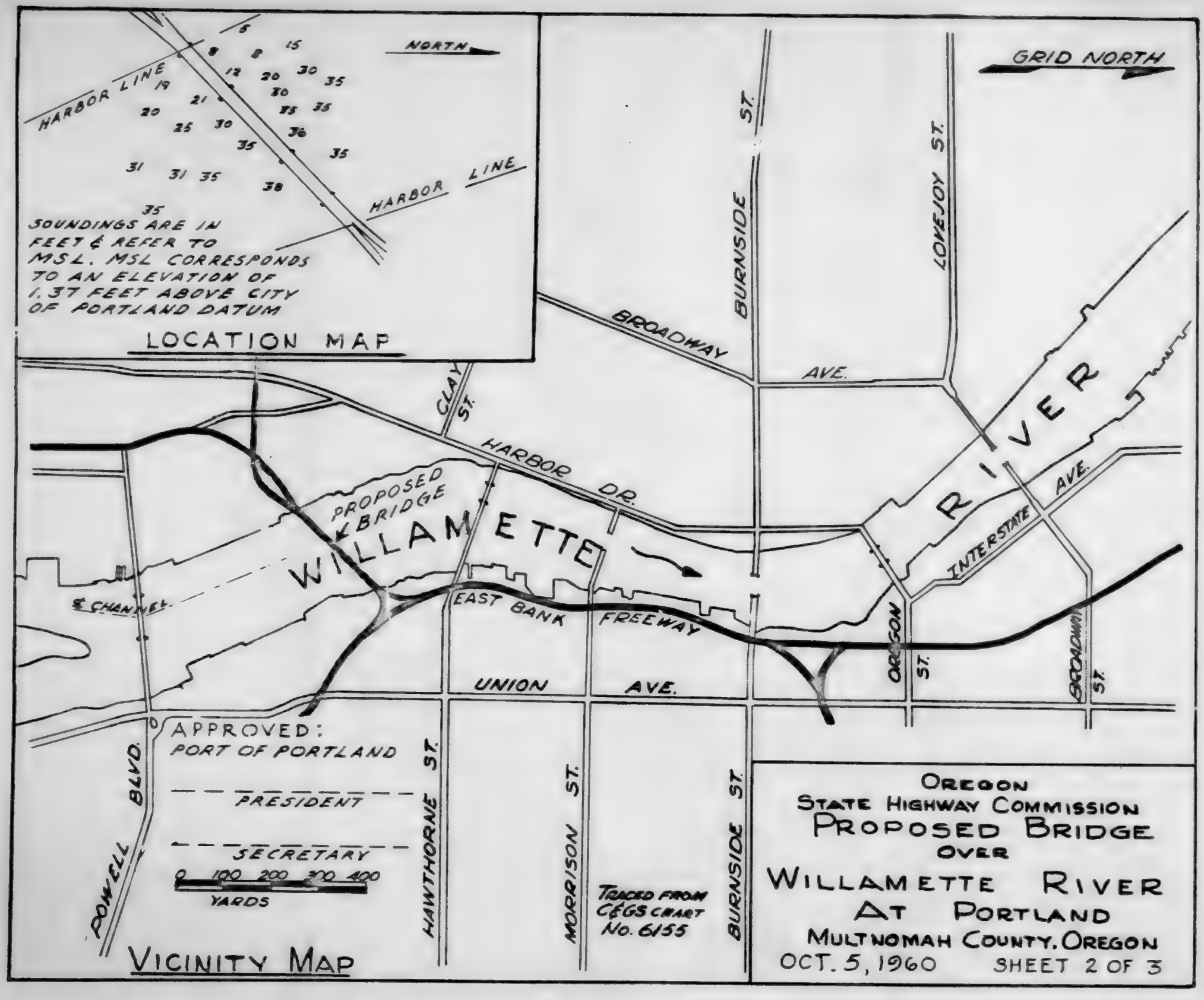
APPROVED:
PORT OF PORTLAND

_____
PRESIDENT

_____
SECRETARY

② REV. 3/13/61
① REV. 10/10/60

OREGON
STATE HIGHWAY COMM.
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH CO., OREGON
OCT. 5, 1960 SHEET 3 OF 3


NORTH
HARBOR LINE
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15
12
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38
35
HARBOR LINE
SOUNDINGS ARE IN FEET & REFER TO MSL. MSL CORRESPONDS TO AN ELEVATION OF 1.37 FEET ABOVE CITY OF PORTLAND DATUM
LOCATION MAP
GRID NORTH
BURNSIDE ST.
LOVEJOY ST.
BROADWAY
AVE.
CLAY ST.
HARBOR DR.
PROPOSED BRIDGE
WILLAMETTE
RIVER
INTERSTATE
AVE.
CHANNEL
EAST BANK FREEWAY
OREGON ST.
BROADWAY ST.
UNION AVE.
APPROVED:
PORT OF PORTLAND
PRESIDENT
SECRETARY
0 100 200 300 400
YARDS
POWELL BLVD.
HAWTHORNE ST.
MORRISON ST.
TRACED FROM C&GS CHART No. 6155
BURNSIDE ST.
VICINITY MAP
OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH COUNTY, OREGON
OCT. 5, 1960
SHEET 2 OF 3

RECEIVED
MAR 7 1961
FOR FILING

March 6, 1961

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Sir:

I am attaching copy of a letter received from the U. S. Engineers and a print from our application of last October for a permit covering the Marquam Bridge over the Willamette River in Portland. You will note that the U. S. Engineers have advised us to revise our application showing a 120-foot vertical clearance, and that upon receipt of such revised application, a permit will be issued.

This matter has been the source of controversy for about two years now, and we are getting to the point where further delay will handicap our programming. It is not our opinion that anything is to be gained by further discussion, and I suggest that you indicate your approval of the 120-foot vertical clearance. I would appreciate your answer as soon as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

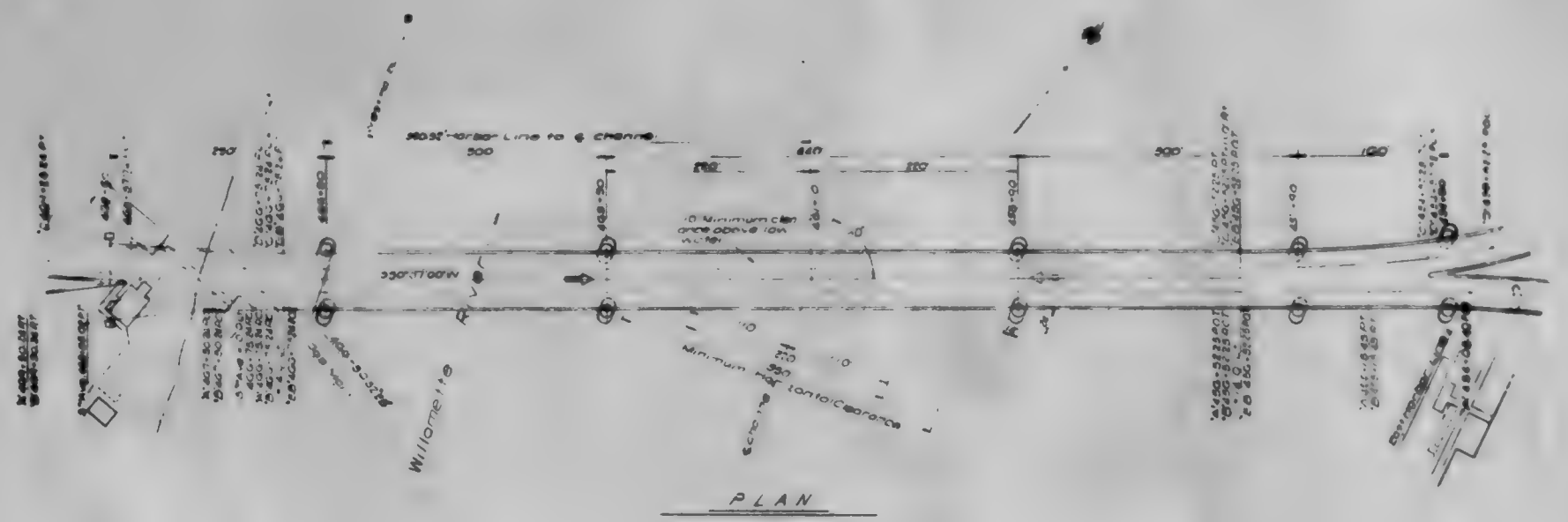
GSP:ae

cc to: Mr. W. C. Williams
Mr. Ivan D. Marchant

Mr. Merchant:

Please get a grade line for the 120-foot clearance established so that the application form may be revised if the Bureau gives its approval.

G.S.P.



PLAN

ELEVATION
SCALE IN FEET

ELEVATIONS ARE IN FEET & REFER TO LOW WATER, WHICH CORRESPONDS TO AN ELEVATION OF 1.9 FEET ABOVE MSL, 1947 ADJUSTMENT.

REV. 10/10/60

APPROVED:
PORT OF PORTLAND

_____
PRESIDENT

_____
SECRETARY

OREGON
STATE HIGHWAY COMM.
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH CO., OREGON
OCT. 5, 1960 SHEET 3 OF 3

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Will.R.-Bridge)-9.

3 March 1961

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Dear Mr. Williams:

In a letter dated 28 February 1961 the Chief of Engineers has indicated that upon formal application revised Marquam Bridge plans to provide a vertical clearance of 120 feet will be approved. It has been concluded that a bridge constructed of less vertical clearance would not be in the public interest.

The revised original drawing, Sheet 3 of 3, dated 10 October 1960, is inclosed for necessary revision. Upon receipt of the revised reproducible drawing with three prints and a letter of application in accordance with a vertical clearance of 120 feet, your request will be forwarded to higher authority for approval.

Very truly yours,

T. W. Ragsdale

T. W. RAGSDALE
Chief, Operations Division

Incl
Plan

RECEIVED
MAR 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC - 1960
FOR FILES
I-5-6(47)-01
WALDEKAR SETON
VICE PRESIDENT
16332

REFERRED TO
Paxson
State Highway Engineer

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

December 8, 1960

Colonel W. L. Winegar, District Engineer
Corps of Engineers
U. S. Army Engineers District, Portland
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Proposed Marquam Bridge
NPPLS-4
NPP 285/70a(Will.Riv.-Bridge)-9

I have reviewed your letter of November 25, 1960 regarding the proposed Marquam Bridge. It is still the Company's position that the minimum vertical clearance should be 120 feet above low water.

In your letter you state that the Oregon State Highway Department estimates the additional annual cost of raising the bridge 10 feet to be $33,056 based on 50 years amortization at 3% interest. At the hearing held on October 17 Mr. Paxton of the State Highway Department stated that the additional capital investment would amount to $221,000. He also estimated additional cost to traffic utilizing the bridge at $24,450 per annum. I assume this figure is included in the $33,056 annual cost mentioned in your letter. From all I have been able to ascertain the $24,450 figure is sheer guess work and not capable of proof. I assume that the balance of approximately $8,600 would represent the amortization of the additional $221,000 of capital cost over a period of 50 years at 3% interest. I do not take exception to this figure but feel that it is minuscule when related to all the other factors. As pointed out in my letter of October 18, the $221,000 represents only about 1% of the total cost of the bridge and approaches.

In your letter you make reference to the tanker W. H. BERG which requires a lesser clearance than a T2 class tanker. The W. H. BERG is the only tanker utilized by Standard Oil in this area which carrys heavy fuel oil. In the event of our needing fuel oil for our steam plant, we would have no assurance that the BERG would be available. Most of the Standard Oil tankers are of the T2 class or larger.

In your letter you state that a T2 tanker could pass under a 110 foot clearance 84% of the time. The duration curve you enclosed in

your letter is for a full year. As pointed out in my letter of October 14 we are apt to need fuel oil during the period from November to March, which is the time of heavy run off in the Willamette watershed. In talking with representatives of Standard Oil Company I am advised that they would require a tolerance or clearance of at least 5 feet between the top of their mast and the bridge. Assuming that a T2 tanker would have a mast height when fully loaded of 100 feet, if the river stage was above 5 feet, a T2 tanker would not be permitted to pass under the proposed Marquam Bridge with a vertical clearance of only 110 feet.

As I pointed out in my letter of October 18, we have an investment of approximately 8½ million dollars in our steam generating plant above the location of the proposed Marquam Bridge and contemplate the construction of additional oil storage facilities and, at some future date, additional steam generating capacity which will probably cost in excess of 15 million dollars. Considering our own investment, our possible future investment and the overall development of the river above the Hawthorne Bridge, we feel it would be extremely shortsighted to shut off navigation with a clearance such as is proposed.

I am transmitting herewith 6 copies of this letter.

Very truly yours,

Wakeman Wilson

Vice President

cc: The Port of Portland
Portland Dock Commission
State Highway Commission ✓
Bureau of Public Roads

RECEIVED
DEC - 9 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 - 1960
FOR FILING

Mr. [illegible], Regional Engineer
[illegible]
ATTN: James F. Cameron

S. F. Ridge, Special Projects Coordinator
Office of the Secretary of the General
Highway Administration, Washington, D. C.

Marquam Bridge Application

Attached for your information and use in relation to the Marquam Bridge application is a copy of the Maritime Administration's reply to my letter of October 24.

As you will note, they indicate there is no reason that the radar and tank vents on the T-2-SE-A1 tankers cannot be lowered sufficiently to clear the minimum vertical clearance that was requested. They also indicate that the gas-free conditions necessary for the performance of this work must be obtained at least every four years and must be obtained more often.

I am taking a copy of this letter with me to Detroit and hope to be able to discuss it with you there.

Attachment

RECEIVED
DEC - 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 6 - 1960
FOR FILING

UNITED STATES GOVERNMENT

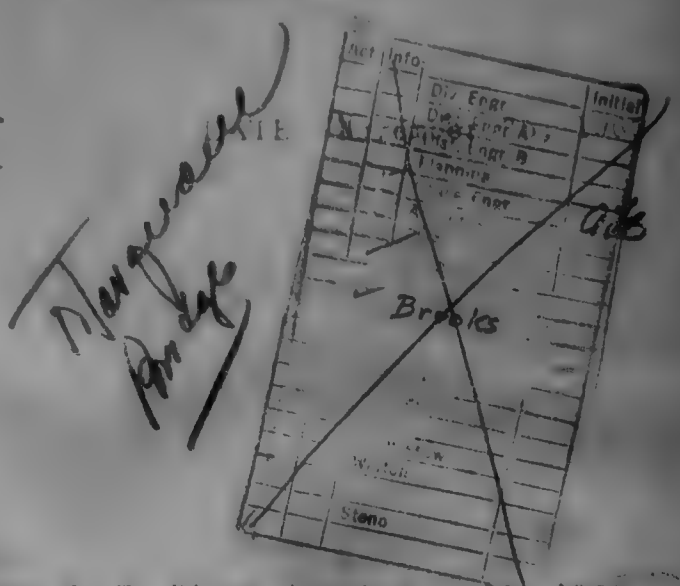
Memorandum

U.S. DEPARTMENT OF COMMERCE
MARITIME ADMINISTRATION

TO : S. E. Ridge, Special Programs Coordinator
Office of the Assistant to the Federal Highway Administrator

FROM : L. C. Hoffmann
Chief, Office of Ship Construction
Maritime Administration

SUBJECT: Alteration of T2-Tankers



References : (a) Memorandum to L. C. Hoffmann from S. E. Ridge dated Oct. 24, 1960 with one attachment.

This is to reply to the four questions of your memorandum, ref. (a), concerning the lowering of the mast heights on T2-SE-A1 Tankers, in the order indicated.

1. (a) There are no known rules or regulations which would place restrictions on the height of a radar antenna. For your information the minimum mounting height of a radar antenna is largely governed by clearance of the bow of the ship by the transmitted vertical beam width, which may vary for different type radar equipment. However, it must not be overlooked that lowering the antenna at times may result in a blind spot directly aft which is caused by the structure of the ship. While it is usually desirable to keep the radar antenna at a high elevation in order to obtain the maximum coverage, it would appear that lowering an antenna mounted on the foremast of a T2 tanker to a point approximately 100 feet above the base line (92 feet above the light water line) should cause no problem insofar as operation of the radar is concerned and provided a blind spot directly aft can be tolerated.

As an alternative to lowering the radar antenna on the foremast it appears that installation of a new radar mast on top of the wheelhouse might improve the overall operation and coverage of the radar as well as tend to reduce any blind spots caused by the ship's structure.

It is recommended that the manufacturer of the radar, radio or other electronic equipment, which is installed on this ship be consulted as to acceptability of the relocation of any antennas in advance of proceeding with modifications.

NOTED
G. S. PAXSON

2. All ships with American Bureau of Shipping classification are required to be dry docked once each year for annual survey. If, during the survey, it is found that certain repairs are necessary, in the area of the cargo oil tanks or system the ship then, will be required to be gas-freed before commencement of such hot work, as indicated by the following U. S. Coast Guard regulation.

"CG-123, 46 C.F.R., Subpart 35.01, Section 1.

"Inspection prior to making repairs involving riveting, welding, burning, etc. TB/ALL. (a) Riveting, welding, burning or like fire-producing operations shall not be undertaken within or on the boundaries of bulk cargo spaces or in spaces adjacent thereto, until an inspection has been made to determine that such operations can be undertaken with safety.

"(b) Such inspection shall be made and evidenced as follows:

"(1) When in a port in the continental United States, this inspection shall be made by a gas chemist certificated by the American Bureau of Shipping; however, if the services of such certified gas chemist are not reasonably available, the marine inspector, upon recommendation of the vessel owner and his contractor, or their representatives, shall select a person who, in the case of an individual vessel, shall be authorized to make the inspection. If the inspection indicates that such operations can be undertaken with safety, a certificate setting forth that fact in writing and qualified as may be required shall be issued by the certified gas chemist or the authorized person before the work is started.

"(2) When not in such a port, this inspection shall be made by the senior officer present, who shall make an appropriate entry in the tank vessel's logbook."

In any case A. B. S. Special Periodic Surveys require tanks to be gas-freed and cleaned once every four years.

3. It is possible to gas-free the vents by disconnecting an existing flanged pipe joint in each vent pipe system at or near the deck. In such cases a blank can be installed in the pipe leading to the tank and air, water or steam cleaning may be used to clean and gas-free remaining portion of the vent pipe. If all vent pipes on one mast are similarly treated it appears permissible under the rules to do hot work on that mast.

4. There is no practical possibility of cutting and rejoining the vent pipe without gas-freeing at least the vent pipe when the vent pipe is blanked off from the tank as suggested in par. 3 above.

The height of vent pipes is controlled by CG-123 46 C.F.R. subpart 32.55-20.

"(b) GRADE A LIQUIDS. (1) Cargo - tanks in which Grade A liquids are to be transported shall be fitted with a venting system consisting of a branch vent line from each cargo tank connected to a vent header which shall extend to a height above the weather deck equal to at least one-third the beam of the vessel and shall terminate at a comparable distance from any other living or working space, ventilator inlet, or source of ignition. When special conditions will prevent the vent line or header outlets being permanently installed at a height above the deck of one-third the beam of the vessel, then an adjustable system shall be provided which when extended vertically shall be capable of reaching a height of one-third the beam of the vessel."

From the forgoing this Office would recommend item No. 2 as the most favorable conditions of time and cost under which to accomplish this work.

You will note that technical opinions indicated above are for the most part based on our interpretation of Coast Guard rules. We recommend that you consult that Agency for confirmation of our views.

Very truly yours,

L. C. Herrmann
Chief, Office of Ship Construction

DEC 1 1960

RECEIVED
DEC - 5 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NPPKW-1.4
NPP 285/70a(Will. R.- Bridge)-9.

23 November 1960

Marquam Bridge

Port of Portland
Swan Island, P. O. Box 4099
Portland 8, Oregon

ATTENTION: Mr. John J. Winn, Jr., General Manager

Gentlemen:

I wish to acknowledge receipt of your letters of 27 October 1960 and 16 November 1960, which included a resolution concerning the proposed Marquam Bridge.

As you are well aware a public hearing was held on 2 September 1959 to consider an application of the Oregon State Highway Department for construction of the Marquam Bridge across Willamette River at Portland. The vertical clearance proposed was 96.7 feet above low water. Based on data submitted at the hearing, the proposed vertical clearance was not approved. Subsequently a revised plan to provide a vertical clearance of 110 feet above low water was submitted by the Highway Department. At a second public hearing held on 17 October 1960 considerable opposition to the revised plan was voiced by the Port of Portland, The Commission of Public Docks, Portland General Electric Company and Zidell Explorations, Incorporated.

This office has considered the objections made by the above interests along with the position of the Oregon State Highway Department that the additional annual cost of a bridge providing 120-foot clearance rather than 110-foot clearance would be $33,056, based on 50 years amortization at 3% interest. As a result of study by this office the following tentative conclusions have been reached:

a. Between the Ross Island Bridge and the new bridge site Zidell interests presently control approximately 90% of the frontage on the left bank of the river, and the Portland General Electric Company controls approximately 43% of the frontage upstream from the new bridge site on the right bank of the river. Considering these existing river

cc: Oregon State Highway Department

frontages and the potential development of the balance of the property between these bridge sites to accommodate deep-draft shipping, a vertical clearance greater than 110 feet does not appear to be justified.

b. The vertical clearance of the upstream Ross Island Bridge is 120 feet. An existing narrow rocky channel, however, precludes the present use of the river for deep-draft vessels for a greater distance upstream from the Ross Island Bridge than approximately 2,000 feet.

c. One tanker, the W. H. BERG, with drafts of 28.7 feet loaded and 8.9 feet light, discharged at the Portland General Electric Company dock in September 1958. The vessel requires 108.3-foot vertical clearance light and 88.5 feet loaded. The inclosed duration curve (inclosure 1) shows that by using water ballast to effect a nearly loaded draft for the downstream transit this type tanker could then pass under a 110-foot bridge 99% of the time. The highest fixed point above water of a T2 class tanker is about 120 feet light; these ships could also be ballasted to pass a 110-foot clearance and dock at present oil dock facilities 84% of the time.

d. Lists showing 63 ship passages to Zidell docks from 1955 to October 15, 1960 for loading of scrap steel are shown in inclosures 2 and 3. Of these 63 ships, seven could not pass under a 110-foot bridge, 17 could pass 80% of the time, seven vessels 98%, one vessel 99%, and 27 vessels 100% of the time. Four vessels were of unknown mast heights. Seven vessels were towed to Zidell docks for scrapping during the period 1955 to 1958. One of these vessels could not pass under the proposed bridge, one could have passed 80% of the time, two could pass 98%, and three of the vessels could go under the bridge 100% of the time. Future vessels to be scrapped, such as the first two above, could have their masts reduced to permit passage under the bridge without producing additional costs even approaching the increased cost which would be incurred by the Highway Department for a higher bridge.

e. Ship loadings of scrap steel at the Zidell dock during the period 1 January 1959 to 15 October 1960 have been listed by the company. On the basis of 110-foot vertical clearance this information indicates that 8% of the total tonnage could not have passed the Marquam bridge site because of high masts, 78% of the tonnage could have passed 80% of the time and 4% of the tonnage could have passed 98% of the time. Four vessels were of unknown mast heights and loaded 10% of the tonnage. This office believes mast heights of restricted vessels could be economically revised, or vessels ballasted to meet the requirements of 110-foot vertical clearance.

f. From the above available data it appears, therefore, that both companies can conduct present and proposed deep-draft operations using a 110-foot clearance on the Marquam Bridge without unreasonable interference.

NPPEW-1.4
Port of Portland

23 November 1960

If the decision regarding the vertical clearance for the Marquam Bridge were mine to make personally, I would require 120 feet. Such a decision would result in large measure from the fact that the existing upstream Ross Island Bridge has a 120-foot vertical clearance, and from my ascribing great weight to the not necessarily assured possibility that in the next 50 to 100 years there would be such development in the upper Portland harbor as to justify the 120-foot requirement. However, higher authority by decision in the initial Marquam Bridge application has made it clear that our office cannot hope to justify a requirement for 120-foot vertical clearance based alone on a possibly overly-optimistic projection into the rather unpredictable future for the extreme upper reach of the Portland harbor. On the basis of the recent and current use data we have available and have summarized above, we have thus far been unable to justify a requirement for 120-foot vertical clearance.

I wish to request your consideration of this tentative position. In particular if your organization has further factual data to present which you believe should be utilized to justify this office taking a position contrary to that stated above, I request such data be mailed to reach this office not later than 9 December 1960.

Very truly yours,

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

3. Incl.
1. Duration Curve
2. Data Regarding Ships Loading at Zidell 1955-1958.
3. " " " " " " 1959 to Oct. 1960

cc: Oregon State Highway Department

Same letter to:
The Commission of Public Docks
Portland General Electric Company
Zidell Explorations, Inc.

Notes:

Adopted Low Water = +1.9 feet (M.S.L. - 1947)

Existing storage regulation in the Willamette and Columbia River Basins was taken into consideration in deriving the Marquam Bridge Site stage duration curve.

The stage duration curve for the Willamette River at the U.S. Moorings was the basic source of the data for deriving the Marquam Bridge Site stage duration curve.

Max. Stage 29.6'

Min. Stage -1.4'

A.L.W. DATUM

STAGE IN FEET ABOVE ADOPTED LOW WATER

CLEARANCE BETWEEN WATER SURFACE & BRIDGE

DURATION IN PERCENT OF TIME STAGE OF WILLAMETTE R. AT MARQUAM BRIDGE SITE IS LESS THAN INDICATED

DATA REGARDING SHIPS LOADING AT ZIDELL DOCKS DURING
1955, 1956, 1957, 1958

SOURCE: OREGON STATE HIGHWAY DEPT.

Date Docked			Vessel Name	Registry	Empty Vessel Height(Above Water Line)
Year	Month	Day			
1955	July	12	Myrto	Hond. SS	74'
		22	Pacific Explorer	USA SS	74'
	August	8	General W. M. Wiegel	USA SS	150'
		8	Marine Lynx	USA SS	100'
	September	7	Stork	Pan. SS	74'
	October	13	Usa Maru	Jap. MS	78'
	November	30	Arietta	Gr. SS	76'
1956	January	10	Katherine	Pan. SS	74'
		20	Marine Lynx	USA SS	100'
		31	Santa Venetia	USA SS	74'
	April	21	Sapho	Lib. SS	74'
	July	12	Union Builder	China MS	65'
		19	World Legion	Lib. SS	74'
		22	Pacific Explorer	USA SS	74'
		29	Coral Stone	Pan. SS	74'
	September	1	Union Builder	China MS	65'
	October	30	W. H. Peabody	USA SS	90'
	November	8	Bellis	Nor. MS	72'
		17	Kent County	Nor. SS	74'
	December	8	Breim	Nor. MS	75'
		17	Union Star	China MS	65'
1957	January	16	Transatlantic	USA SS	93' (est.)
	February	5	Pacific Bear	USA SS	93'
		17	Streatham Hill	Br. SS	74'
	March	15	Mount Athos	Gr. SS	74'
	April	16	Educator	Lib. SS	74'
	May	17	Georgel	Lib. SS	74'
	June	15	White Star	Lib. SS	93' (est.)
	November	21	Stylehurst	Br. MS	65'
1958	January	3	Argobec	Br. SS	74'
	March	27	Theokeeter	Lib. SS	74'
	July	8	Ellen Bakke	Nor. MS	111'
		9	Kamo Maru	Jap. MS	80'
	August	23	Kamo Maru	Jap. MS	80'
	December	3	James Monroe	Lib. SS	74'

rdr

DATA REGARDING SHIPS SCRAPPED AT ZIDELL DOCKS DURING
1955, 1956, 1957, 1958

Year	Month	Day	Vessel Name	Empty Vessel Height (Above Water Line
1955			General Meigs	150'
1956			Marine Lynx	100'
1957			Louis A. Milne	93' (est.)
			Chateau Thierry	93' (est.)
1958			Champ Clark	74'
			Wm. P. Fessenden	74'
			Jos. Reynolds	74'

Zidell Companies
1959-1960 Ship Loadings
As of 10-15-60

Vessel	Date	Height of Mast Above Water Not Loaded
Hai Min	1/21-22/59	123
Anna C	4/22-24/59	100
Nichiyo Maru	4/22-24/59	--
Wear Breeze	5/15-17/59	100
Atalanti	5/18-23/59	100
Venturi	5/31-6/3/59	120
Comet	7/29/59	100
Cap't Farmakides	8/8-8/9/59	100
Yasakuni Maru	8/17-19/59	100
Noutai	8/27-9/4/59	100
Tenkai Maru	10/3/59	93
Comet	10/21-22/59	100
Toryu Maru	11/10/59	93
Ventura	11/17-18/59	120
Suerte	11/25/59	100
Arauco	3/8/60	--
James Monroe	2/26/60	100
Tenkai Maru	3/12/60	93
Chokai Maru	3/26/60	93
Haralampos Hadjipateras	4/22/60	100
Atlantic Seaman	5/7/60	--
Ventura	5/31/60	120
Thetis	6/23/60	100
Maria Theresa	6/3/60	100
Lancelot	6/10/60	--
Vigan	9/16/60	120
Chokai Maru	9/17/60	100
Hera	10/ 4/60	100

Incl 3

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Commissioners
DENNIS J. LINDSAY
President
LEE S. CALDWELL
Vice-President
LUKE L. ROBERTS
Secretary
HOWARD S. [illegible]
Treasurer
THOMAS M. CAMPBELL
CAPT. RALPH F. CAPLES
RAYMOND M. KELL
LEW S. RUSSELL
L. S. WHITE

General Manager
JOHN J. WINN, JR.

Executive Assistant to the General Manager
ERNEST HAYCOX, JR.
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
C. H. COVER
Mgr., Marine Dept.
A. J. HEINEMAN
Chief Engineer
R. A. NEUMEISTER
Comptroller
E. W. BAUER
Director of Public Information
E. H. DIDZUN

THE PORT OF PORTLAND
Swan Island, P. O. Box 4099, Portland 8, Oregon

November 16, 1960

Oregon State Highway Commission
Salem, Oregon

Attention: W. C. Williams

Gentlemen:

We are pleased to furnish you with a resolution respecting the vertical clearance of the Marquam Bridge, adopted by the Port of Portland Commission at its regular meeting on November 14, 1960.

The Port very carefully studied all aspects of this matter, and concluded that a clearance of less than 120 feet from low water would seriously curtail future deep-draft waterborne commerce in the Upper Portland Harbor. As indicated in the resolution, the Commission will approve a permit for construction of the Marquam Bridge at the 120-foot clearance height.

Sincerely,

THE PORT OF PORTLAND

John J. Winn Jr.

JOHN J. WINN, JR.
General Manager

EH:cma
attachment

Thank you for the Crowdale support sign. JJW

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NOV 18 1960
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION

MARQUAM BRIDGE:

WHEREAS, construction of a bridge at any point in the Portland harbor with insufficient vertical clearance to allow the passage of large ocean-going freighters and tankers will restrict the City's maritime commerce: and

WHEREAS, The Port of Portland has investigated vessel clearance requirements and has concluded that, to accommodate existing and planned merchant ships and Naval vessels, bridge clearances of 200 feet or more are desirable; and

WHEREAS, the upper Portland harbor generates sufficient deep-draft vessel traffic at this time and offers sufficient promise of additional traffic to be considered an integral part of the harbor;

NOW, THEREFORE, BE IT RESOLVED, that The Port of Portland Commission supports the construction of the proposed Marquam Bridge with a vertical clearance through the main navigation span at low water of not less than 120 feet; and

BE IT FURTHER RESOLVED that the Commission has taken note of the estimated costs of construction of the bridge at this height -- as opposed to its construction with 110-foot vertical clearance - and concludes that the difference will be wholly offset by the benefits of the increased waterborne commerce the higher bridge will permit.

BE IT FURTHER RESOLVED that the Port will grant, upon application, a permit for a 120-foot bridge.

Adopted by The Board of Commissioners of The Port of Portland at its regular meeting, November 14, 1960.

RESOLUTION

MARQUAM BRIDGE:

WHEREAS, construction of a bridge at any point in the Portland harbor with insufficient vertical clearance to allow the passage of large ocean-going freighters and tankers will restrict the City's maritime commerce: and

WHEREAS, The Port of Portland has investigated vessel clearance requirements and has concluded that, to accommodate existing and planned merchant ships and Naval vessels, bridge clearances of 200 feet or more are desirable; and

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NOW, THEREFORE, BE IT RESOLVED, that The Port of Portland Commission supports the construction of the proposed Marquam Bridge with a vertical clearance through the main navigation span at low water of not less than 120 feet; and

BE IT FURTHER RESOLVED that the Commission has taken note of the estimated costs of construction of the bridge at this height -- as opposed to its construction with 110-foot vertical clearance - and concludes that the difference will be wholly offset by the benefits of the increased waterborne commerce the higher bridge will permit.

BE IT FURTHER RESOLVED that the Port will grant, upon application, a permit for a 120-foot bridge.

Adopted by The Board of Commissioners of The Port of Portland at its regular meeting, November 14, 1960.

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Mr. S. E. Ridge, Special Programs Coordinator
Office of the Asst. to the Federal Hwy. Admin.
Washington, D. C.

October 21, 1960

J. F. Cameron, Assistant Regional Engineer
Portland, Oregon

08-00.2

Oregon PAI - I-05-6 - Morgans Bridge Clearance

On October 18, 1960 we sent you a report of the Public Hearing held on October 17.

We now enclose a newspaper clipping from the Oregon Journal of October 17, 1960 as well as copies of correspondence between the Portland General Electric and The Corps of Engineers and a memo from Seton to Walsh and Ireland.

In both the editorial and the P.G.E. correspondence, the matter of mast alteration or other treatment to reduce the necessary clearance is entirely ignored. This seems to me the crux of the whole situation.

It would appear that we should endeavor to convince the Corps of Engineers that the affected interests who testified at the hearing on behalf of the 120' clearance should be required to demonstrate that lowering the masts by permanent alteration or temporary adjustment is physically or economically unfeasible.

I cannot recall that we have ever seen an intelligible analysis of that matter, and I am not in a position to say that it may be attained. However, the necessity for tall masts on many of the vessels entering our harbors is not readily apparent.

[illegible]
[illegible]
Electric Building
Portland 5, Oregon

Waldemar Seton
Vice President

October 18, 1950

Colonel W. L. Whipple, District Engineer
Corps of Engineers
U.S. Army Engineer District, Portland
624 Pittock Block
Portland 5, Oregon

Dear Sir:

Proposed Marquam Bridge
Multnomah
[illegible]

The following is a supplement to my letter of October 14 regarding the proposed Marquam Bridge.

In response to questions asked at yesterday's hearing, Mr. Fenton of the state highway department stated that if the bridge were to be financed [illegible] fact so as to have a minimum interest of 1½% that about one cent, it would cost an additional $1,000 for the bridge and $1,[illegible] for the approaches or a total of $221,000. This is about 1% of the total cost of the [illegible] approaches. It also estimated that the additional cost to [illegible] utilizing the bridge would be $2,450 per year.

Portland General Electric Company has an investment of approximately $ 1½ million dollars in its steam generating plant mentioned in my letter of October 14. It contemplates the construction of additional oil storage facilities, and at some time in the future, additional steam generating capacity, which will probably cost in excess of $1 million dollars. When the [illegible] this investment play some [illegible] in favor of [illegible] the proposed bridge. It may appear that the additional cost involved in having the bridge [illegible] would be well [illegible].

I am enclosing five additional copies of this letter and of my letter of October 14.

Very truly yours,

/s/ Waldemar Seton

Vice President

PORTLAND GENERAL ELECTRIC CO.
Electric Building
Portland 5, Oregon

Waldemar Seger
Vice President

October 2, 1951

Colonel W. L. Winsper, District Engineer
Corps of Engineers
U.S. Army Engineers District, Portland
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Proposed Marquam Bridge
MPMW-1.2
Multnomah - Willamette Rivers

The notice of public hearing dated October 3, 1951, and issued by the District Engineer, U.S. Army Engineers District, Portland, indicates that a revised application for the proposed Marquam Bridge, a highway structure, has been submitted by the Oregon State Highway Department, Salem, Ore.

The notice indicates the bridge is about midway between the existing Hawthorne and Ross Island Bridges. It is stated that it is a skew bridge and that it will have five river spans, the center span having the maximum clearance both vertical and horizontal. From the drawings accompanying the notice, it would appear that the main navigation span does not conform to the natural deep water channel, although it does provide project depth at this time. The problems of navigational approach to upstream and downstream bridges is not portrayed with drawings accompanying the notice. It would appear these might be serious. The proposed vertical clearance is 110 feet above low water elevation of 2.27.

Portland General Electric Company is the owner of real property lying east of the harbor line and between S.E. Market and Caruthers Streets in the City of Portland, Oregon. Portland General Electric Company owns and operates a steam generating plant on this property. It has recently constructed a 75,000 barrel fuel oil storage tank on this property at approximately S.E. 23rd Avenue and Caruthers Street. It contemplates the construction of additional fuel oil storage tanks in this area. It has facilities east of the east harbor line under lease from the City of Portland for its S.E. Lincoln and Caruthers Street facilities for the storage of

fuel oil from ocean going tankers consisting of dolphins for the moorage of such oil tankers and an oil line and appurtenant equipment for the movement of the fuel oil from the tanker to the fuel oil storage tank. Due to river currents at this point, the river maintains adequate depth for the moorage of oil tankers without the necessity of dredging.

The usual method for building a fueling tanker moorage facility is to drop anchor upstream from the mooring dolphins. The revised bridge location would not appear to interfere with such an operation.

The vertical clearance proposed, however, would restrict many of the presently available tankers and the normal route as it is now used during the late fall, winter and early spring months. Maximum use of this section of the river by tankers could be accommodated.

The T-2 tanker may be expected to be the principal type of vessel for this service for many years. It has a draft, as now designed, when fully loaded of 110-112 feet. Thus, the clearance at low water may be considered as adequate for the regular tanker expected to serve the power plant.

Further, when low water stages are studied, it is noted that low water is seldom experienced during the Necessary to Keep passage to the season of [illegible] off in the Willamette Valley [illegible] stages in excess of the [illegible] of the river in January, the [illegible] power. In most January records, [illegible] exist from [illegible] of the river. With the restriction on use of navigable deep draft river to the critical period of [illegible] severe limitations in use of the river for [illegible] of anticipated [illegible] vertical clearance proposed.

We feel a minimum vertical clearance at low water of 120 feet, the same as that provided at the upstream bascule bridge, [illegible] at the Marquam Bridge. Minimum clearance of 116 feet was provided for the St. Lawrance [illegible] where it is [illegible] river stages prevails. Further, a higher clearance than that at the Sauvie Island Bridge would tend to prevent the further development of a federally authorized navigation project and place another restriction upon local use for the City of Portland.

In view of the very restricted use that would be made of the river with the proposed vertical clearance, it is felt that [illegible] a vertical clearance [illegible] existing bridges would not be in the public interest and the action would be unlawful in the absence of this Congress.

Very truly yours,

/s/ Waldemar Baton
Vice President

[illegible] 14, 19[illegible]

TO: O.E. Walsh
C.J. Irale[illegible]

FROM: Waldemar Baker

SUBJECT: [illegible]

The present plans for the above bridge call for an elevation of 1[illegible] feet above mean low water.

I inquired of Mr. Eisenbeis of the Standard Oil [illegible] the clearances which would be required by a [illegible]. He advised me that the top of the radar mast [illegible] tanker is 137 1/2 feet above the water [illegible] about 100 feet when loaded. When the tank is [illegible], water ballast would be taken as probably it would be [illegible] that a medium size tanker would require a minimum of [illegible] area. A medium size tanker has a capacity of [illegible].

Some of the tankers are larger and [illegible] tankers. They are 3 or 4 feet higher than the medium size tanker and have a capacity of 165,000 barrels.

The mast is used to support the radar equipment and also it prevents the fumes from the tanker, [illegible] cut off the mast would not permit under a bridge.

With mean low water being about 2 1/2 feet [illegible] the first draw was given it was [illegible] a tanker under the proposed [illegible].

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October 19, 1960

Mr. John J. Winn, Jr., General Manager
The Port of Portland
Post Office Box 4099
Portland 8, Oregon

Dear Mr. Winn:

The data on additional cost in raising the grade line to provide 120 feet of clearance over the cost for the grade line providing 110 feet of clearance which I presented at the hearing on October 3 is as follows:

Estimated Traffic

	Daily	Annual
Trucks	6,600	2,409,000
Passenger Vehicles	59,400	21,681,000

Additional Annual Lift Cost for 10 Feet

	Annual
Trucks	$ 9,896
Passenger Vehicles	14,570
Total	$24,466

Additional Construction Cost

Main River Spans	Approach Spans	Total
$120,157	$100,864	$221,021

The total cost to the public over a 50-year period would be as follows:

Added Vehicular Cost	50 x $24,466	$1,223,300
Added Construction Cost Amortized 50 years at 3 percent		429,455
		$1,652,755

In oral testimony I had rounded the figures to even thousands since they are based upon estimates.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:mm
cc: W. C. Williams

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Court
Thirsta
Muni
Portland
Marquam

October 17, 1960

The District Engineer
Corps of Engineers, U.S. Army
628 Pittock Block
Portland 5, Oregon

Re: Marquam Bridge Over
Willamette River
Portland, Oregon

Dear Sir:

On September 2, 1959, a hearing was held before you on the application of the Oregon State Highway Commission for a permit to construct a bridge across the Willamette River known as the Marquam Bridge. At that time data concerning additional costs both to traffic operation and in initial construction costs for different vertical clearance provisions were presented. No official action was taken on this application because of controversies which arose at the hearing. Since that time we have changed the location of the structure by moving it downstream several hundred feet and have an application before you for hearing today, October 17, on this revised location and clearance provisions.

The present application provides, among other things, for a vertical clearance of 110 feet above low water. This clearance is considerably higher than the clearance requested at the previous hearing and is presented as a compromise between the elevation which would best accommodate the traveling public and the clearances alleged by navigation interests as necessary for their operation. Data was presented at the previous hearing showing the dimensions of all shipping which had used this section of the river for several years in the past and it is our firm conviction that in providing 110 feet of clearance we will have satisfied any reasonable requests by navigation interests.

There may be appearances at this hearing advocating additional vertical clearances of 120 feet above low water. We have carefully gone into the additional costs both to traffic operation and to construction which would result from this additional 10 feet of vertical clearance. These costs are as follows:

Estimated Traffic

	Daily	Annual
Trucks	6,600	2,409,000
Passenger Vehicles	59,400	21,681,000

Additional Annual Lift Cost for 10 Feet

	Annual
Trucks	$ 9,896
Passenger Vehicles	14,570
Total	$24,466

Additional Construction Cost

Main River Spans	Approach Spans	Total
$120,157	$100,864	$221,021

The total cost to the public over a 50-year period would be as follows:

Added Vehicular Cost 50 x $24,466	$1,223,300
Added Construction Cost Amortized 50 years at 3 percent	429,455
	$1,652,755

You will note that the additional cost to traffic operation is estimated at $24,466 per year and that the additional construction cost would amount to $221,021. If these costs are applied to an assumed service life of 50 years and the construction cost amortized at a rate of 3 percent, the total additional cost over these 50 years would be $1,652,755. It is evident to us that the additional cost is not justified by any reasonable forecast of navigation needs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
cc: W. C. Williams

BUREAU OF PUBLIC ROADS

Folk

Emrich
Brooks

October 11, 1960

06-00.2

R. H. Fenton, Regional Engineer
Portland, Oregon

06-35.6

C. C. Folk, Division Engineer
Salem, Oregon

Oregon Project I-5-4(-)301 - Marquam Bridge Clearance

Attached are two copies of Mr. Fenton's October 10, 1960 letter furnishing information on comparative costs in connection with proposed vertical clearances of the Marquam Bridge in Portland.

You will note that the annual vehicular lift costs now are $24,666 for a 10-foot differential in vertical clearances whereas previously similar costs for a 23.5-foot differential were $35,300. The reason that this differential is not greater is due to the fact that actual differences in rise and fall between a 96.5 and 120 foot vertical clearance was about 17.7 feet. In addition, unit values of vehicular lift costs under the April 4, 1960 memorandum result in an 18 percent increase.

Total added cost to the public over a 50-year period for the 120-foot clearance as compared to the 110-foot clearance is computed as follows:

Added Vehicular Lift Cost	$1,223,300
Added Construction Cost Amortized Over 50-year Life at 3 percent	409,435
	$1,632,735

Attachments

TD/ls

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Marquam Bridge

October 10, 1960

Mr. C. G Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Marquam Bridge

Dear Mr. Polk:

At the hearing held in the matter of vertical and horizontal clearance for the Marquam bridge last year, we presented a case for a vertical clearance of 96.5 feet above low water. Because of the controvery which arose, no decision was handed down by the Corps of Engineers.

Since that time numerous discussions have been held with your office, with the District Engineer, USED, and with navigation interests. In an effort to compose the difficulties, we have now submitted to the District Engineer an application showing a vertical clearance of 110 feet above low water and a date for a hearing has been set for Monday, October 17, at 10:30 a.m. in the State Office Building at 1400 S. W. 5th Avenue in Portland. The revised application also shows the new alignment several hundred feet downstream from the one previously proposed.

There may be some testimony presented by the Port of Portland or navigation interests that vertical clearance of 120 feet should be provided. We have made a comparative estimate to show the additional construction cost for this raise in grade and also the annual cost to traffic by reason of the raise in grade. We find that the additional construction costs are as follows:

Main River Spans	Approach Spans	Total
$120,157	$100,864	$221,021

The annual cost to traffic operating over the structure is as follows:

Vehicular Costs - Marquam Bridge

1975 Estimated Average Daily Traffic

Trucks	6,600
Passenger Vehicles	~~59,700~~ 59,400

1975 Estimated Total Annual Traffic

Trucks	2,409,000
Passenger Vehicles	21,681,000

Cost from 10-foot raise in grade line:

Trucks	2,409,000 x 10 x $0.0004103	(a) =	$ 9,886
Passenger Vehicles	21,681,000 x 10 x $0.0000672	(a) =	14,570
	Total Annual Cost		$24,466

(a) From Bureau of Public Roads memo April 4, 1960

We have also estimated the annual construction savings which could be realized if we are permitted to provide only 100 feet of vertical clearance. These savings are as follows:

Main River Spans	Approach Spans	Total
$114,654	$101,124	$215,778

I propose to present only the increased cost from 110 to 120 feet at the hearing and then only if some witness advocates the increased clearance to 120 feet.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
cc: Mr. W. C. Williams

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6-3-12

October 19, 1960

Mr. F. T. Fowler
Highway Coordinator
Norlander, Kelley and Luck
208 City Hall Annex
Portland 4, Oregon

Dear Sir:

Re Proposed Relocation of Marquam Bridge

This is in reply to your letter of September 28 concerning connections proposed by certain organizations that provide access to and from the Marquam Bridge to S. W. Front Avenue. These connections have been laid out in such a manner that they will work both planwise and profilewise with the West Marquam Bridge Interchange as designed.

I am sending herewith, for your information, a plan and profile of the layout showing these connections.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Cooper
cc Tom Edwards

GKA:jp er

Attachment

nordlander, kelley and luck
CONSULTING ENGINEERS

n k l

~~1420 S.W. 12th AVENUE~~ · PORTLAND 4, OREGON · ~~CAPITOL 6-4195~~
208 CITY HALL ANNEX
FRED T. FOWLER - HIGHWAY COORDINATOR
CA 8-6141 / EXT. 309

September 28, 1960

REFERRED TO Edwards

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams:

A copy of the map of the proposed relocation of the Marquam Bridge has been furnished to me by Lloyd Shaw at my request.

In studying the plan, it seems evident that connections to S. W. Front Avenue from the bridge approaches could be provided.

However, in order that there be no possibility that such connections could not be made, will you please instruct Mr. Attig, through Mr. Edwards, to prepare a plan and profile to indicate the alignment and grades for such future connections.

The City of Portland will insist on such a plan being prepared before a supplemental agreement, covering the new location for the bridge, will be signed by the City officials.

Yours very truly,

NORDLANDER, KELLEY and LUCK

By: F. T. Fowler
F. T. Fowler
Highway Coordinator

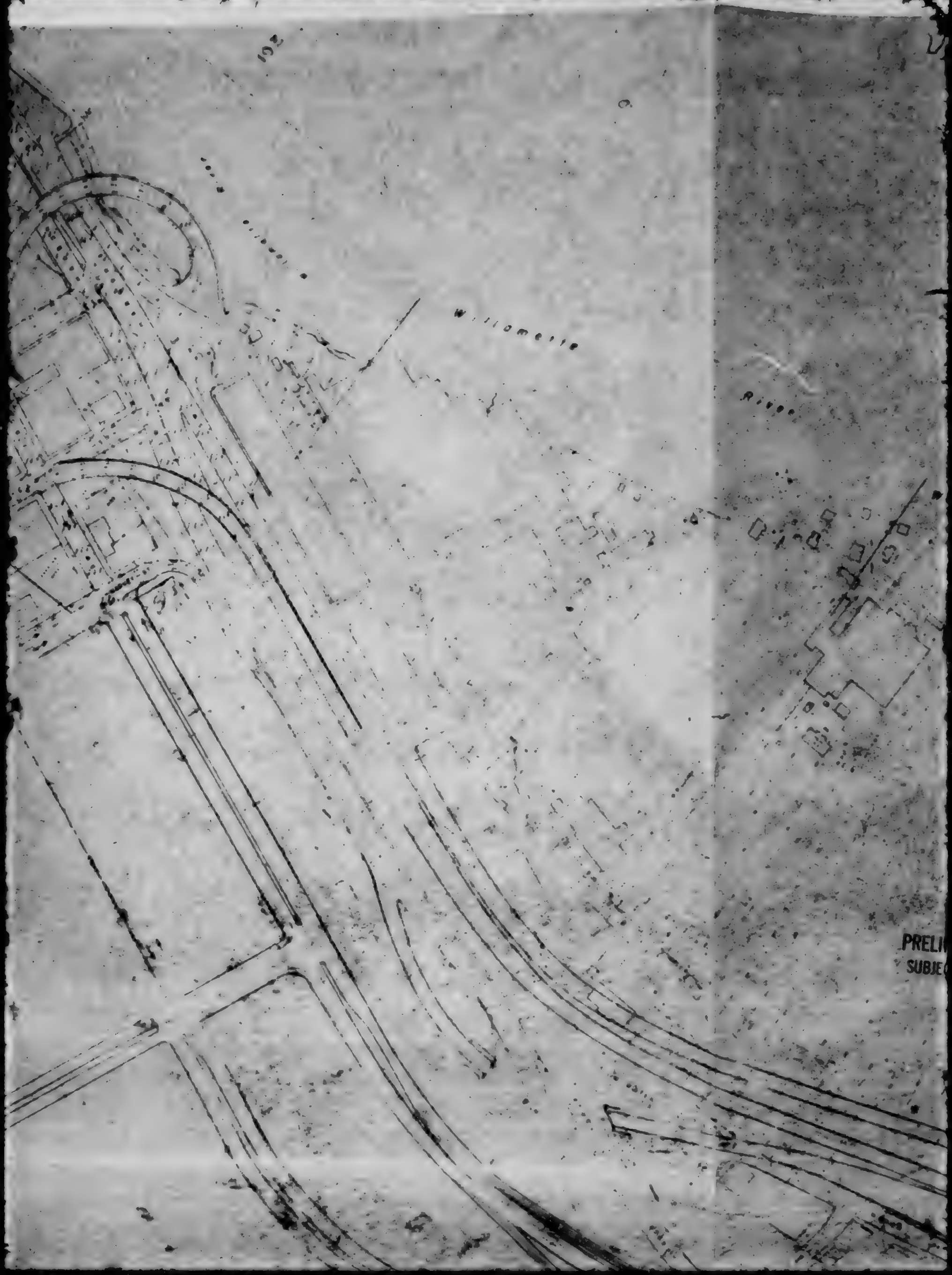
FTF:il

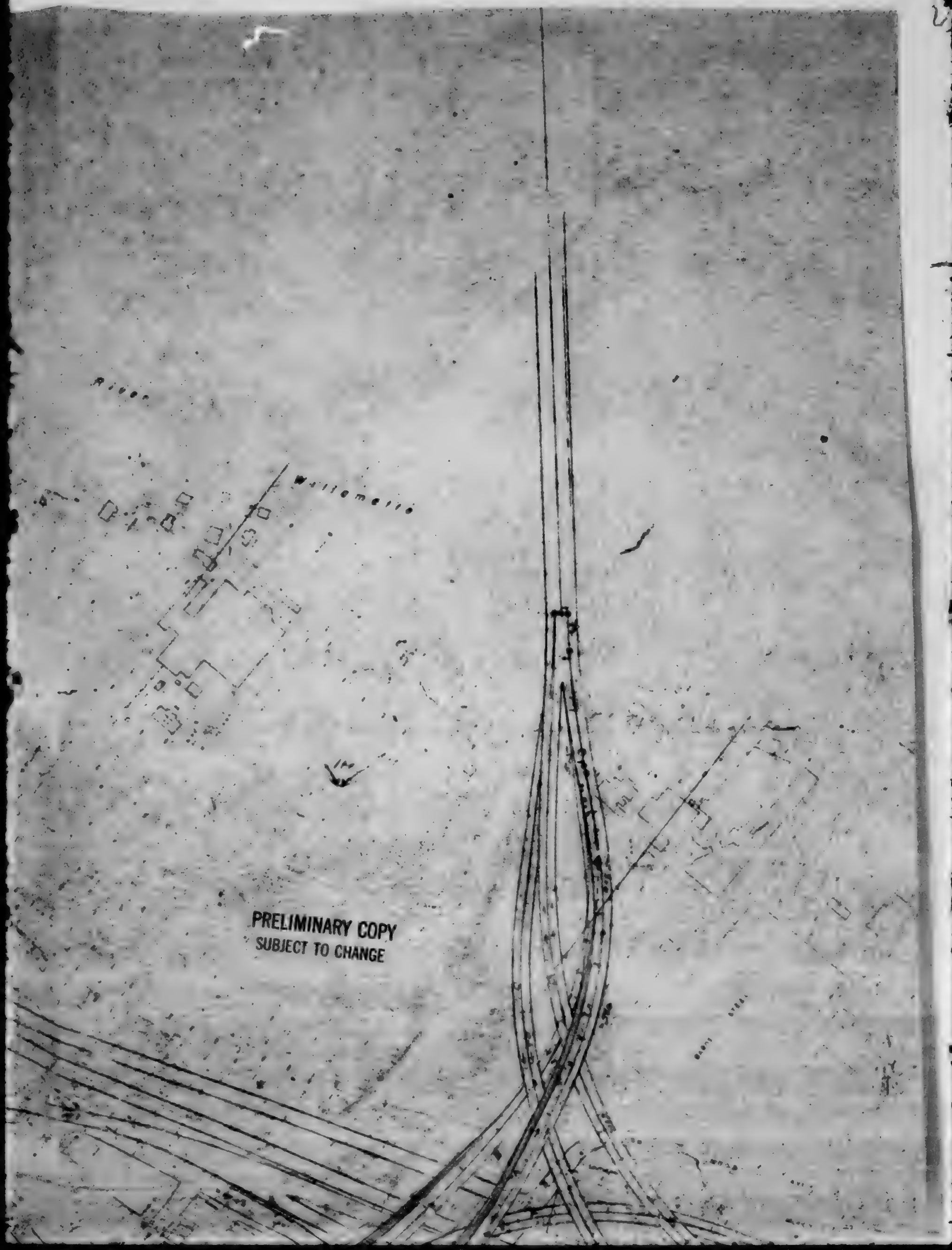
RECEIVED
SEP 30 1960
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO Attig

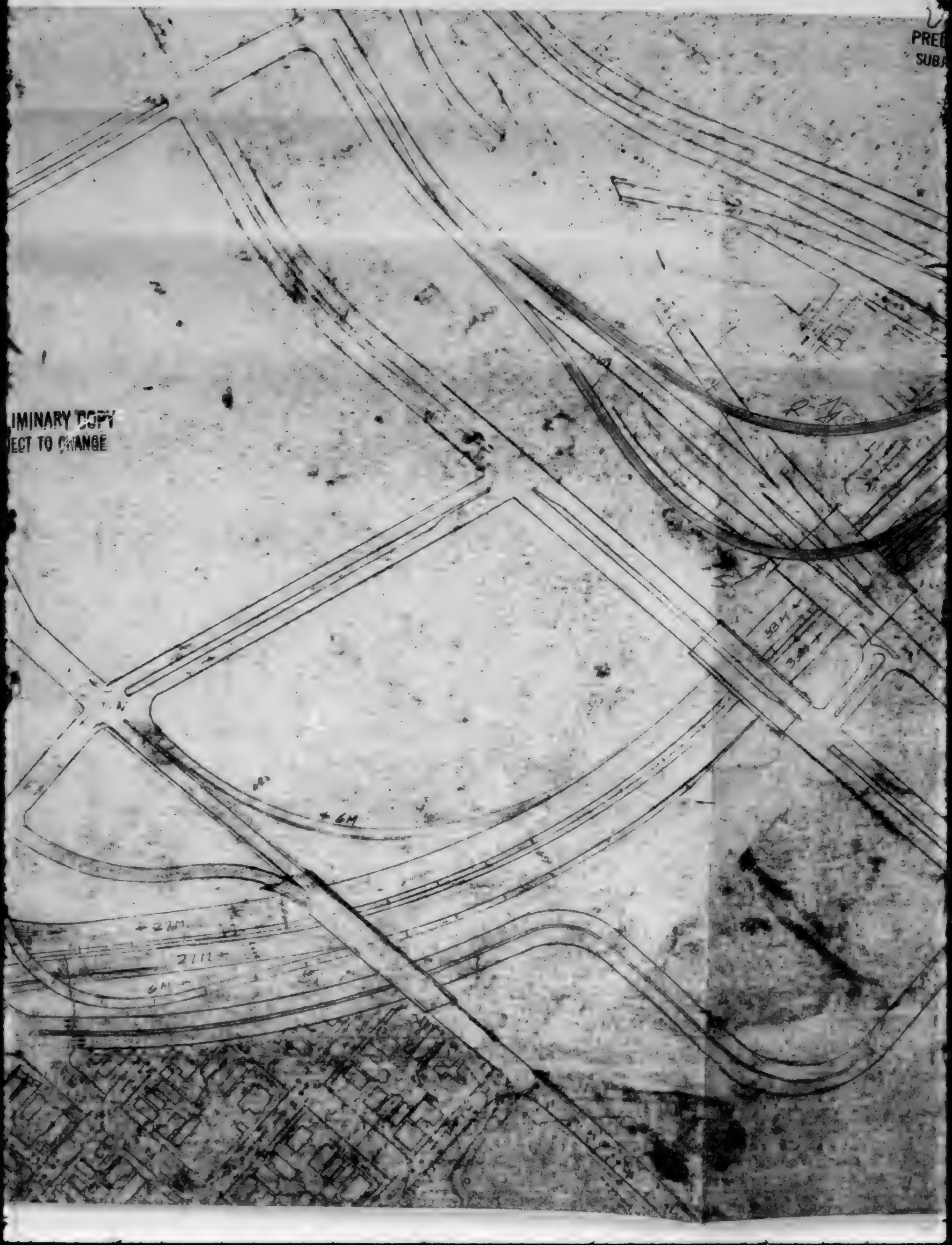
CONSTRUCTION DIVISION
RECEIVED
OCT 3 1960
NOTED-- CE ACE ACE CDE


102


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SUBJECT TO CHANGE


192
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SUBJECT TO CH


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+6M
+22M
21M+
6M+

PRELIMINARY COPY
SUBJECT TO CHANGE

Fossil Pl...
Showing possible Fossil ...
O-Y 1960



RECEIVED
OCT 1960
FOR FILING

October 14, 1960

Commander
13th Coast Guard District
618 Second Avenue
Seattle 4, Washington

Dear Sir:

Reference is made to your letter of October 11, 1960, concerning navigational lighting on the proposed Willamette River bridge (Marquam). We have not yet made a design for this structure and will not do so until after the hearing before the U. S. Engineers and the issuance of a permit for the structure.

When the design is ready we will send you prints showing the navigational lighting which we propose and which we intend to keep consistent with Coast Guard regulations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

GSP:ms
cc: W. C. Williams
I. D. Merchant (with copy of letter and the pamphlet)

UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER
13TH COAST GUARD DISTRICT
618 SECOND AVENUE
SEATTLE 4, WASH.

713
11 October 1960

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Reference is made to Corps of Engineers, U. S. Army, Portland District "Notice of Public Hearing" dated 3 October 1960 regarding your revised application for a new highway bridge (MARQUAM) to be constructed across the Willamette River at Portland, Oregon between the existing Hawthorne and Ross Island Bridges.

This office has no approved copy of the bridge navigational lighting plans as required by 33 CFR 68 (pages 32-41 of the enclosed pamphlet). Please forward three copies of the bridge plans, showing the navigational lighting of the spans, piers and channels for review.

Sincerely yours

S. ALEXANDER
Lieutenant, U. S. Coast Guard
Assistant Chief, Aids to Navigation Section
By direction of the District Commander

Encl:
CG-208

RECEIVED
OCT 12 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT .. 1960
FOR FILING
I-5-G(4)
-D-

October 10, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

On September 2, 1959, you held a public hearing on our proposal to build a bridge across the Willamette River known as the Marquam Bridge. This hearing was based upon plans which we submitted at that time showing a vertical clearance above low water of 96.7 feet. Because of controversies developed at the hearing, no decision on our application was announced.

We now submit revised drawings dated October 5, 1960 consisting of three sheets showing a vertical clearance of 110 feet above low water. We have also changed the location of this bridge to a point several hundred feet downstream from the location shown on the previous submission.

It would be appreciated if you would consider our application for a permit to construct the bridge based upon these revised drawings.

I attach hereto one set of tracings and four prints therefrom of the above mentioned maps.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.
cc: Mr. W. C. Williams
Mr. I. D. Merchant

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NPPKW-1.4
NPP 285/70a(Will.R.-Bridge)-9.

7 October 1960

Oregon State Highway Department

Salem, Oregon

ATTENTION: Mr. G. S. Paxson, Asst. State Highway Engineer

Dear Mr. Paxson:

In accordance with a telephone conversation of this date your letter and plans of proposed Marquam Bridge are returned for minor corrections listed below.

Your letter of 6 October 1960 should read "110 feet above low water."

Plans should be changed to show vertical clearance above low water and should include note, "Elevations are in feet and refer to low water which corresponds to an elevation of 1.9 feet above MSL, 1947 adjustment."

Thank you for your cooperation.

Very truly yours,

T. W. RAGSDALE
Chief, Operations Division

Incl
Letter
Plans

RECEIVED
OCT 10 1960
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 6, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

On September 2, 1959, you held a public hearing on our proposal to build a bridge across the Willamette River known as the Marquam Bridge. This hearing was based upon plans which we submitted at that time showing a vertical clearance above low water of 96.7 feet. Because of controversies developed at the hearing, no decision on our application was announced.

We now submit revised drawings dated October 5, 1960 consisting of three sheets showing a vertical clearance of 110 feet above ~~mean sea level, USC&GS Datum~~. We have also changed the location of this bridge to a point several hundred feet downstream from the location shown on the previous submission.

It would be appreciated if you would consider our application for a permit to construct the bridge based upon these revised drawings.

I attach hereto one set of tracings and four prints therefrom of the above mentioned maps.

Very truly yours,

W. C. Williams
State Highway Engineer

By
G. S. Paxson
Assistant State Highway Engineer

Attach.

WILLAMETTE RIVER - 1947 Adjustment

River Mile	Gage	Low Water	High Water	Remarks
50.12	Newberg	52.0		
26.60	Will.Falls Upper	52.0	14.5(Close Locks)	0=50' MSL
26.12	Will.Falls Lower	2.4		
24.90	Clackamas R.	2.3		
23.82	Maldrum	2.1		
22.90	Starkweather	2.0		
22.25	Rocky I. Upper	2.0		
21.85	Rocky I. Lower	2.0		
20.05	Oswego Bridge	1.9		
17.7	Waverly	1.9		
16.58	Sellwood Bridge	1.9		
14.0	Ross I. Bridge	1.9		
12.4	Morrison Bridge	1.9		
11.7	Steel Bridge	1.8		
5.8	U. S. Moorings	1.7		
3.0	Mult.Chann.Upper	1.7		
0.0	Mouth Will. R.	1.4		

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 6, 1960

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Post Office Box 4099
Portland 8, Oregon

Dear Mr. Winn:

I am submitting today a revised application for a permit to construct the Marquam Bridge over the Willamette River. I am attaching hereto two sets of the plans for this revised location.

In accordance with our conference at Portland some time ago, we have shifted the main span of the structure easterly so that we have a 30-foot depth of water over the 220 feet of channel at the vertical clearance of 110 feet above mean sea level.

I am advised that the District Engineer is to hold a hearing on Monday, October 17, on this revised application. You will note that the plans do not bear the approval of the Port of Portland. I am sure it would expedite things if you would discuss this matter with the Port and, if possible, be prepared to approve the plans at the time of the hearing.

Very truly yours,

W. C. Williams
State Highway Engineer

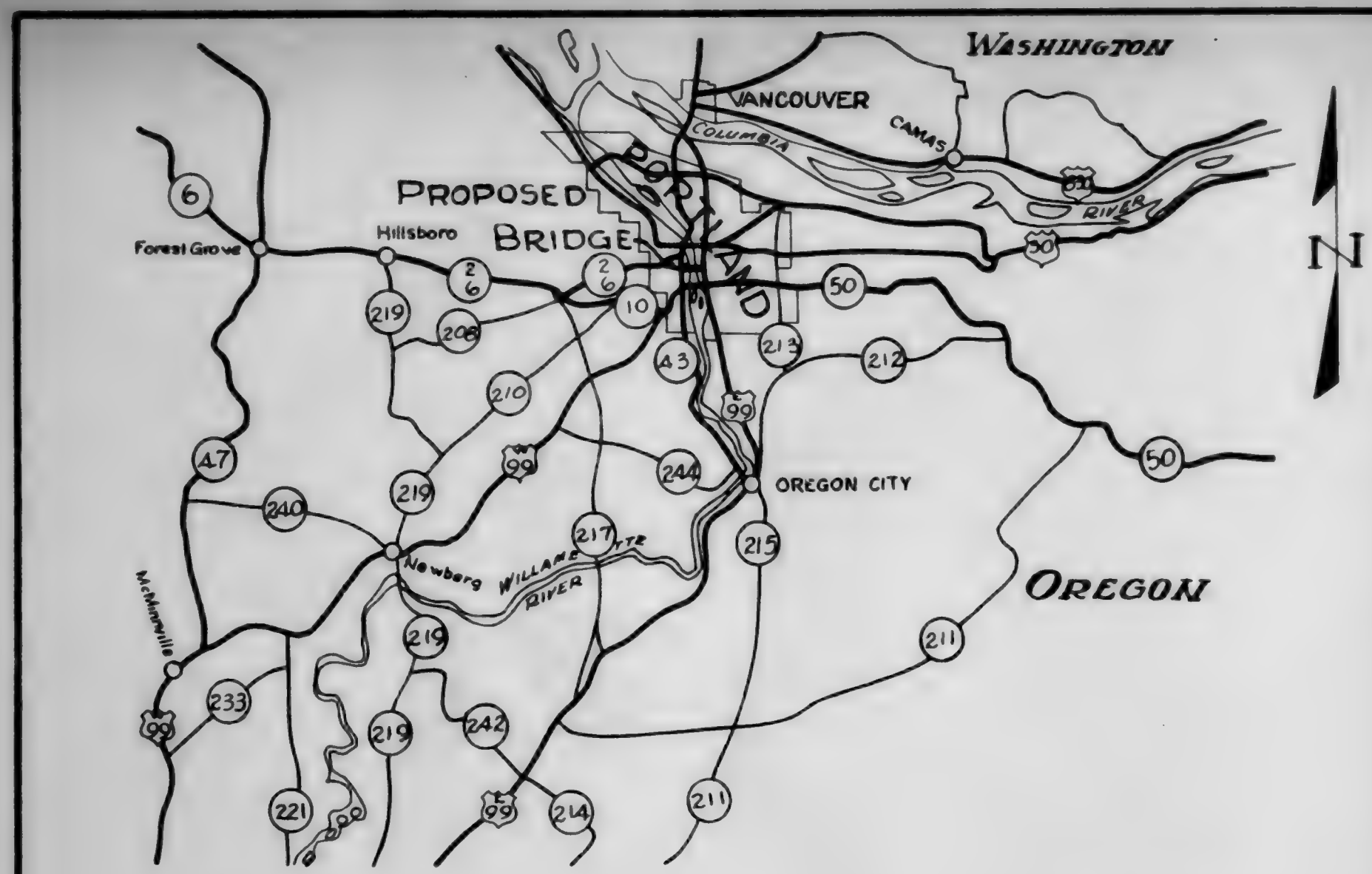
By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ac

cc to: District Engineer



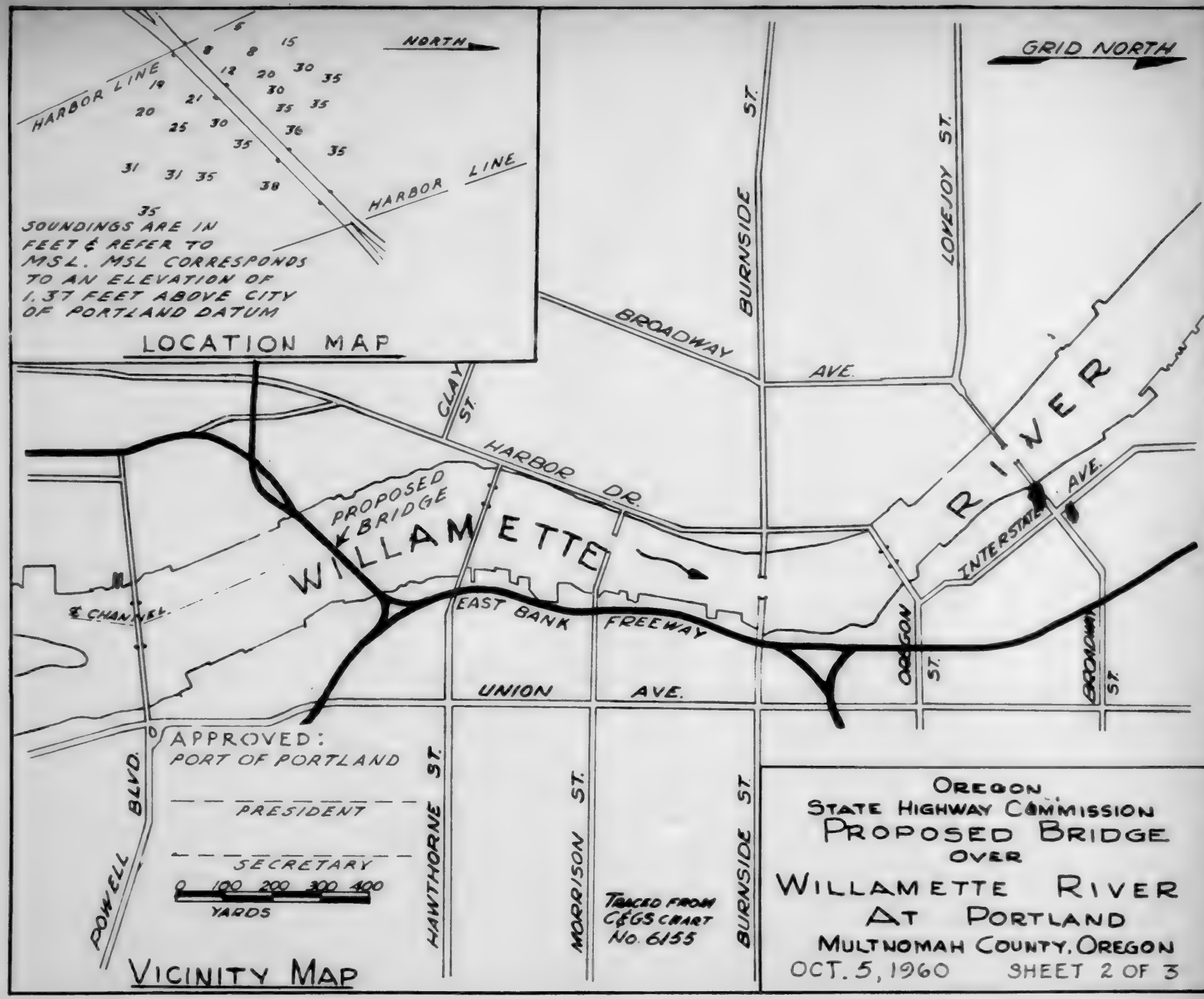
APPROVED:
PORT OF PORTLAND

_____
PRESIDENT

_____
SECRETARY

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH COUNTY, OREGON
OCT. 5, 1960 SHEET 1 OF 3

LOCATION MAP



VICINITY MAP

OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH COUNTY, OREGON
OCT. 5, 1960 SHEET 2 OF 3



PLAN



ELEVATION

SCALE IN FEET

CLEARANCES ARE IN FEET AND REFER TO MSL.
MSL CORRESPONDS TO AN ELEVATION OF 1.37 FT. ABOVE CITY OF PORTLAND DATUM.

APPROVED:
PORT OF PORTLAND

_____
PRESIDENT

_____
SECRETARY

OREGON
STATE HIGHWAY COMM.
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH CO., OREGON
OCT. 5, 1960 SHEET 3 OF 3

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. G. WILLIAMS

NPPKW-1.4
NPP 285/70a(Will. R.--Bridge)-9.

3 October 1960

NOTICE OF PUBLIC HEARING

The revised application of the Oregon State Highway Department, Salem, Oregon, for a new highway bridge (MARQUAM) to be constructed across the WILLAMETTE RIVER at Portland, Oregon, will be considered at a public hearing to be held by the District Engineer:

Date of Hearing:	17 October 1960 (Monday)
Hour:	10:30 a.m.
Place:	State Office Building, Room 36, 1400 S. W. 5th Avenue Portland, Oregon

The plans submitted by the applicant show the proposed bridge to be about midway between the existing Hawthorne and Ross Island bridges. The applicant proposes to construct a fixed double-deck structure with four lanes eastbound on the upper deck and four lanes westbound on the lower deck. Navigation clearances proposed are:

Horizontal:	350 feet between piers
Vertical:	110 feet above low water

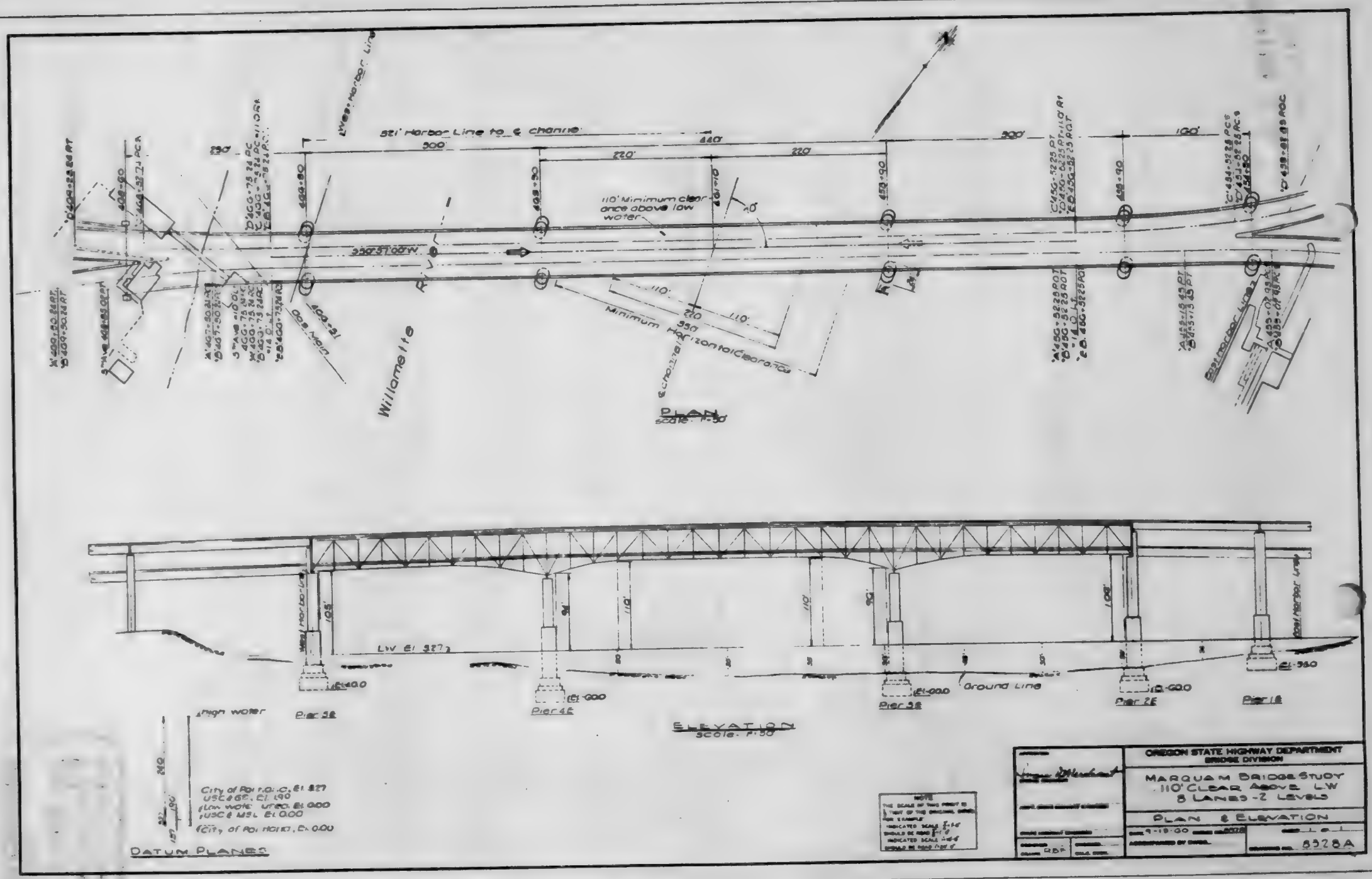
Plans showing the location and clearances of the bridge are reproduced on the reverse side of this notice. Additional information may be obtained from this office.

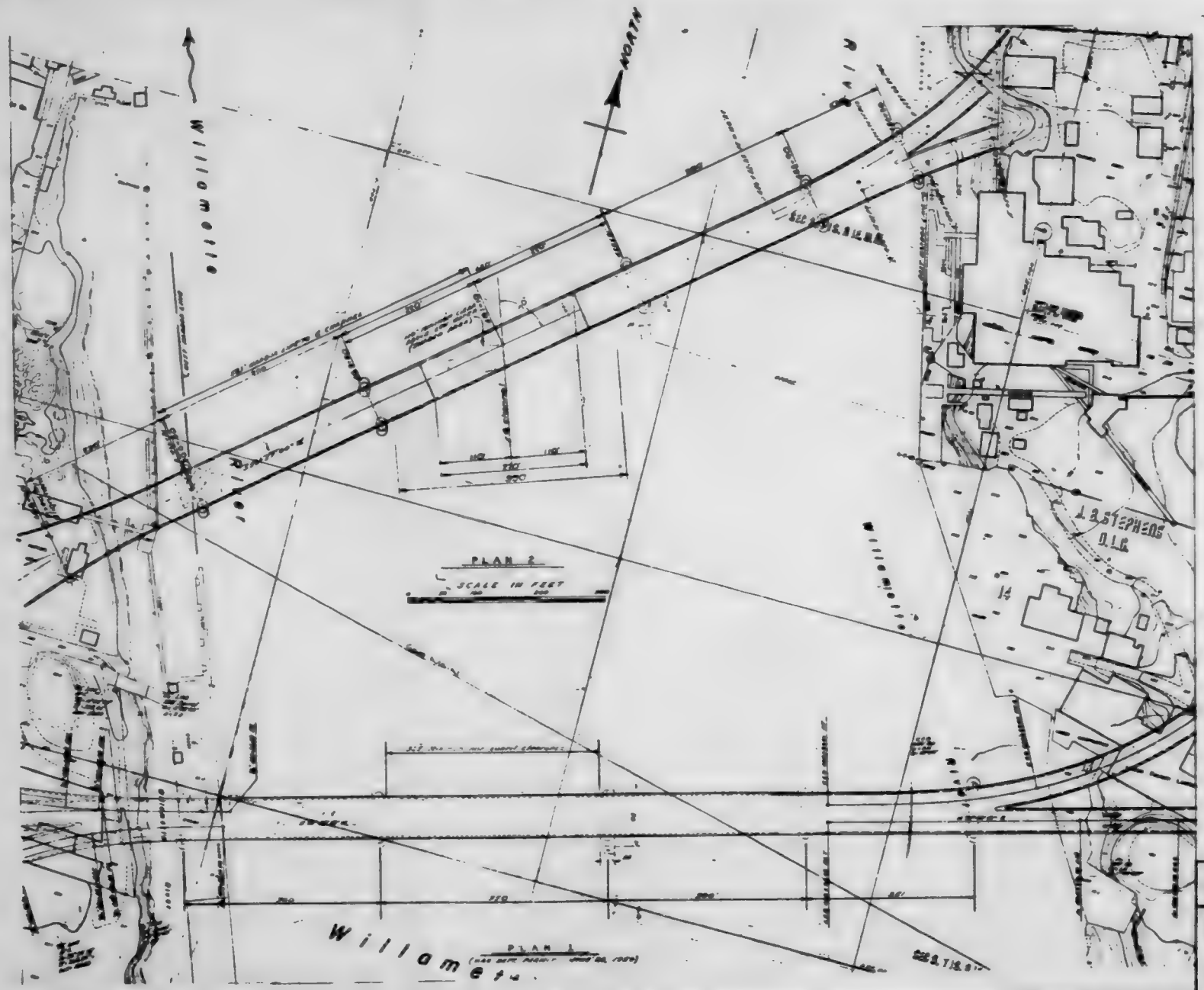
All interested parties are invited to be present or to be represented at the public hearing, particularly the officials of any public body whose interests may be affected by the proposed work. Interested parties will be afforded an opportunity to comment on the proposed plans as they may affect navigation and to suggest modifications as may be appropriate.

Oral statements will be heard, but for the accuracy of the record all important facts and arguments should be submitted in writing(preferably in 5 copies) as the records of the hearing will be forwarded for consideration by the Secretary of the Army. Written statements may be submitted to the District Engineer at the hearing or mailed to this office.

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

RECEIVED
OCT 7 1960
OREGON
STATE HIGHWAY COMMISSION


West Harbor Line
Still Harbor Line to ℄ channel
300'
440'
220'
220'
300'
100'
110' Minimum clearance above low water
Minimum Horizontal Clearance
110'
220'
110'
350'
℄ channel
Willamette
PLAN
scale: 1:50
LW El 32.7
El-40.0
El-60.0
El-0.00
Ground Line
Pier 5E
Pier 4E
Pier 3E
Pier 2E
Pier 1E
ELEVATION
scale: 1:50
High water
City of Portland, El. 32.7
USC & GS, El. 0.00
(Low water USED, El. 0.00
USC & MSL El. 0.00
(City of Portland, El. 0.00
DATUM PLANES
NOTE
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION
MARQUAM BRIDGE STUDY
110' CLEAR ABOVE LW
8 LANES - 2 LEVELS
PLAN & ELEVATION
9-18-00
RBP
8328A



PROPOSED MARQUAM BRIDGE

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
BRIDGE NO. 6328 9-15-60

Sheet No 2

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Washington 25, D. C.

April 4, 1960

CIRCULAR MEMORANDUM TO: Regional and Division Engineers

FROM: Paul F. Royster, Assistant to the Federal Highway Administrator
20-10

SUBJECT: Revised Unit Values for the Computation of the Increased Cost of Vehicle Operation Due to Navigational Requirements

On December 22, 1958, unit values for the computation of the cost of the additional vehicular lift and the vehicular delays due to the provision of navigational requirements in bridges over navigable streams was transmitted to regional and division engineers by circular memorandum. Since then, additional research has been accomplished on this phase of vehicle operation costs, and, in addition, certain of the basic cost factors involved on vehicle operation have increased. These changes have resulted in an increase in the unit lift and delay values previously used.

Consequently, it is requested that the following values be used in all future computations of the increased cost of vehicle operation due to the provision of navigational requirements in bridge construction.

a. For vehicular lift, the unit values are:

for a passenger car - $.0000672 per foot
for a truck - .0004108 per foot

b. For stop and start cycle, the unit values are:

for a passenger car - $.0152 per stop and start cycle
for a truck - .0273 per stop and start cycle

c. For standing time, the unit values are:

for a passenger car - $.0281 per minute
for a truck - .0535 per minute

d. Average standing time shall be taken as three-fourths of the time the gates are closed.

USCOMM-PH-DC

RECEIVED
OCT 10 1960
FOR FILING

October 7, 1960

Mr. Fred T. Fowler
Highway Engineering Co-ordinator
City of Portland
City Hall
Portland, Oregon

Dear Mr. Fowler:

The District Engineer, U. S. Engineers, has set a date of October 17 at 10:30 in the morning for a second hearing on the proposed Marquam Bridge over the Willamette River. I am attaching hereto prints from the maps which have been furnished to the District Engineer showing the general location and the horizontal and vertical clearances proposed for navigation. Conferences have been held with navigation interests, and I do not anticipate there will be any serious objection raised from those parties. The 110 feet of vertical clearance proposed is proposed as a compromise between the best grade line that could be established for highway use and the needs of navigation interests.

I believe that the proposal is a reasonable solution to these conflicting interests.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ac

cc to: Mr. W. C. Williams

RECEIVED
OCT 5 - 1960
FOR FILING

I 49.16(47) 301
(653.2)

Mr. S. E. Ridge, Special Programs Coordinator
Office of the Asst. to the Federal Hwy. Admin.
Washington, D. C.

October 4, 1960

J. F. Cameron, Assistant Regional Engineer
Portland, Oregon

06-OR.2

Public Hearing, Marquam Bridge Clearance
Oregon I-05-6

We enclose a copy of Mr. E. A. Stephenson's file memo of October 3 in regard to the Public Hearing scheduled for October 17, 1960 by reason of the change in location of the bridge centerline.

We will ask the State to furnish estimates for temp ooate and endeavor also to compute road user benefits from the lower clearance.

In discussion with Mr. Ragsdale of the Corps of Engineers we inquired whether there had been any objections to the lower clearance. We were advised that there had been none to date, but that at Mr. Winn's suggestion (Port of Portland) it had been deemed advisable to hold a hearing as a matter of public record and information.

Do you wish to have the Bureau read into the record any statement such as was presented at the initial hearing? If so will you prepare and send us such a statement for presentation and inclusion in the record.

Attached

RECEIVED
OCT 5 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1960
FOR FILING

Commissioners
DENNIS J. LIN...
President
LEE S. CALDWELL
Vice-President
LUKE L. ROBERTS
Secretary
HOWARD B. SOMERS
Treasurer
THOMAS M. CAMPBELL
CAPT. RALPH F. CAPLES
RAYMOND M. KELL
LEW S. RUSSELL
L. S. WHITE

General Manager
JOHN J. WINN, JR.

Executive Assistant to the General Manager
ERNEST HAYCOX, JR.
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
C. H. COVER
Mgr., Marine Dept.
A. J. HEINEMAN
Chief Engineer
R. A. NEUMEISTER
Comptroller
E. W. BAUER
Director of Public Information
E. H. DIDZUN

Swan Island, P. O. Box 4099, Portland 8, Oregon

September 30, 1960

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Gentlemen:

This will acknowledge your letter of September 22 with regard to the location of the Marquam Bridge over the Willamette River. It is apparent that you have given a great deal of attention to this matter and have attempted to meet some of the objections which were brought forth at our last discussion, by moving the span easterly and giving a full 110 feet of vertical clearance.

We have been in touch with some of the others concerned, and I feel that they will be impressed by the improvements which you have suggested. I do feel, however, that the Corps will probably want to have another hearing in which the matter can be made clear to all concerned and any questions which may occur can be properly answered.

Very truly yours,

THE PORT OF PORTLAND

JOHN J. WINN, JR.
General Manager

JJW:mh

RECEIVED
OCT 3 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
SEP 23 1960
FOR FILING

Commissioners
DENNIS J. LINDSAY
President
LEE E. CALDWELL
Vice-President
LUKE L. ROBERTS
Secretary
HOWARD B. SOMERS
Treasurer
THOMAS M. CAMPBELL
CAPT. RALPH P. CAPLES
RAYMOND M. KELL
LEW S. RUSSELL
L. S. WHITE

General Manager
JOHN J. WINN, JR.

Executive Assistant to the General Manager
ERNEST HAYCOX, JR.
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
C. H. COVER
Mgr., Marine Dept.
A. J. HEINEMAN
Chief Engineer
R. A. NEUMEISTER
Comptroller
E. W. BAUER
Director of Public Information
E. H. DIDZUN

THE PORT OF PORTLAND
Swan Island, P. O. Box 4099, Portland 8, Oregon

September 23, 1960

Oregon State Highway Department
Salem
Oregon

Attention: Mr. G. S. Paxson
Assistant Highway Engineer

Gentlemen:

We are in receipt of your letter and drawing of the proposed new Marquam Bridge, No. 8328-A.

Preliminary review of these drawings indicates that the prescribed 300-foot-wide channel can be obtained without additional dredging, based on current soundings, by crowding the easterly pier of the main span. Mr. Winn is currently out of town until the first week in October, at which time we will review this matter in detail with him and be in further contact with you concerning our thoughts in this matter as soon thereafter as possible.

Thank you for your prompt consideration of this matter.

Very truly yours,

THE PORT OF PORTLAND

R. A. NEUMEISTER
Chief Engineer

RAN:mh

RECEIVED
SEP 26 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
G. S. PAXSON

RECEIVED
SEP 23 1960
FOR FILING
Prof
Eng
Mun Pwr
Oregon Boise

September 22, 1960

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Post Office Box 4099
Portland 8, Oregon

Dear Mr. Winn:

At a conference which we held in your office some time ago on the location of the Marquam Bridge over the Willamette River, you were concerned about the position of the main span of the proposed bridge in relation to the 30-foot channel in the Willamette River. We have done a lot of studying on this and have been able to shift this span easterly so that at least the 220 feet of full 110-foot vertical clearance is in water 30 feet or more in depth. I am enclosing prints from two drawings showing the revised location and the river streambed as taken from the soundings which you gave us.

I understand that the District Engineer is looking into the matter in view of the revised location to determine whether or not a second public hearing is necessary.

I hope that this shift of the structure will remove any objections which the Port might have to the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ec

cc to: District Engineer
Mr. W. C. Williams
Mr. Ivan Merchant

RECEIVED
SEP 23 1960
FOR FILING
Const
Eng
Mun. Contr.

Marquam

September 22, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Drawing # 8328
8328A

Dear Sir:

On August 29, I conferred with you concerning the revised location of the Marquam Bridge over the Willamette River and clearance requirements for this structure. At that time, I advised that we would send you some sketches showing the location and pier arrangements so that you could look into the matter relative to the necessity for further public hearings on the project.

I am enclosing transparencies and two sets of prints showing the revised location and clearances proposed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:mc

cc to: Mr. W. C. Williams
Mr. Ivan Marchant

RECEIVED
SEP 23 1960
FOR FILING
I 5-6(47) 3A1
16332

September 23, 1960

District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Yesterday I sent you sketches showing the location and clearances provided for the Marquam Bridge over the Willamette River.

I am attaching a copy of the minutes of a meeting which was held in the Port of Portland office on August 29, at which I conferred with the pilots and operators of shipping on the Willamette River concerning the Marquam Bridge.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

attach.

GSP:ms

cc to: Mr. W. C. Williams
Mr. Ivan Merchant

RECEIVED
1960
FOR FILING

MARQUAM BRIDGE MEETING
PORT OFFICE BUILDING
AUGUST 29, 1960

Upon the request of Mr. G. S. Paxson, Assistant State Highway Engineer, The Port of Portland called this meeting of navigational interests in the Portland area concerning the Highway Department's new proposed plan for the Marquam Bridge. A list of those persons and organizations represented is attached hereto.

Mr. Paxson reviewed the developments since the Corps of Engineers' earlier hearing concerning this bridge and presented the State Highway Department's newest plans for the Marquam Bridge construction. The new plans indicated a considerable change in location over those submitted earlier, to a downstream location with a skewed alignment.

After much discussion, the navigational interests represented were questioned regarding their stand on the horizontal and vertical main span clearances as well as the pier locations. The major objections regarding the horizontal alignment were from the Columbia River Pilots and The Port of Portland because of the fact that the proposed alignment did not coincide with the existing channel. This would increase the danger to deep water navigation and would increase the potential dredging requirements of the area. The proposed vertical clearance was indicated to be 110 feet, but at the last minute a change back to 100 feet was substituted. The 100-foot vertical clearance above low water is felt to be the maximum clearance allowed by the Bureau of Public Roads and will probably be the basis of the State's future request to the Corps of Engineers. This clearance is only 4 feet greater than the original State request to the Corps of 96 feet which was met with serious local objections at the previous Corps hearing. Indications were that such a 100-foot proposal will be once again met with the same local navigational interests' objections.

It was indicated by those present that it would be most helpful if the main span would be shifted 70-100 feet easterly to more properly coincide with the natural channel and that the vertical clearances be raised to 120 feet. The various representatives in attendance desired to withhold final consideration or decisions on this matter until after further investigation.

The meeting was adjourned after reviewing the various objections because the original purpose of the Highway Department to present the new plans for everyone's information had been accomplished. No further action was indicated at this time, although it seems apparent that all local navigational interests should begin assembling their remarks, facts, and figures so that a coordinated stand might be made at the next Corps of Engineers hearing.

THE PORT OF PORTLAND

JOHN J WINN, JR.
General Manager

Enc.
RAN:mh

cc: All present

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AUG 31 1960
OREGON
STATE HIGHWAY COMMISSION

G. S. PAXSON

Those present for the Marquam Bridge meeting August 29, 1960, were:

A. J. Heineman	Port of Portland
Ivan Merchant	Oregon State Highway Department
J. W. Powell	Columbia River Pilots
L. M. Thompson	Western Transportation Company Columbia Basin River Operators
Captain H. T. Shaver	Shaver Transportation Company Portland Steamship Operators
Thomas P. Guerin	Commission of Public Docks
G. S. Paxson	Oregon State Highway Department
L. D. Thompson	Port of Portland
W. K. Davis	Portland General Electric Company
F. O. Meyer	Knappton Towboat Company
R. A. Neumeister	Port of Portland
John J. Winn, Jr.	Port of Portland

RAN:mh
8/29/60

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THE PORT OF PORTLAND
FOR FILING

September 23, 1960

Colonel Walter L. Winegar
Corps of Engineers, Portland District
Pittock Block
Portland, Oregon

Dear Colonel Winegar:

We have received this date a revised drawing from the Oregon State Highway Department concerning the new Marquam Bridge. As expressed to you in our letter of August 29, 1960, we are concerned about the safety to navigation through the main span and the present and future requirements for channel dredging in this area. The state has shifted the main span easterly, and it would appear that the natural existing 300-foot project channel can be obtained by crowding the east main span pier.

As we have informed the State Highway Department this date, the Port will study this matter in more detail and will be in contact with you further on this matter as soon as possible.

Very truly yours,

THE PORT OF PORTLAND

R. A. NEUMEISTER
Chief Engineer

Enc.
RAN:sh

cc: G. S. Paxson, OSHD
bcc: A. Heineman

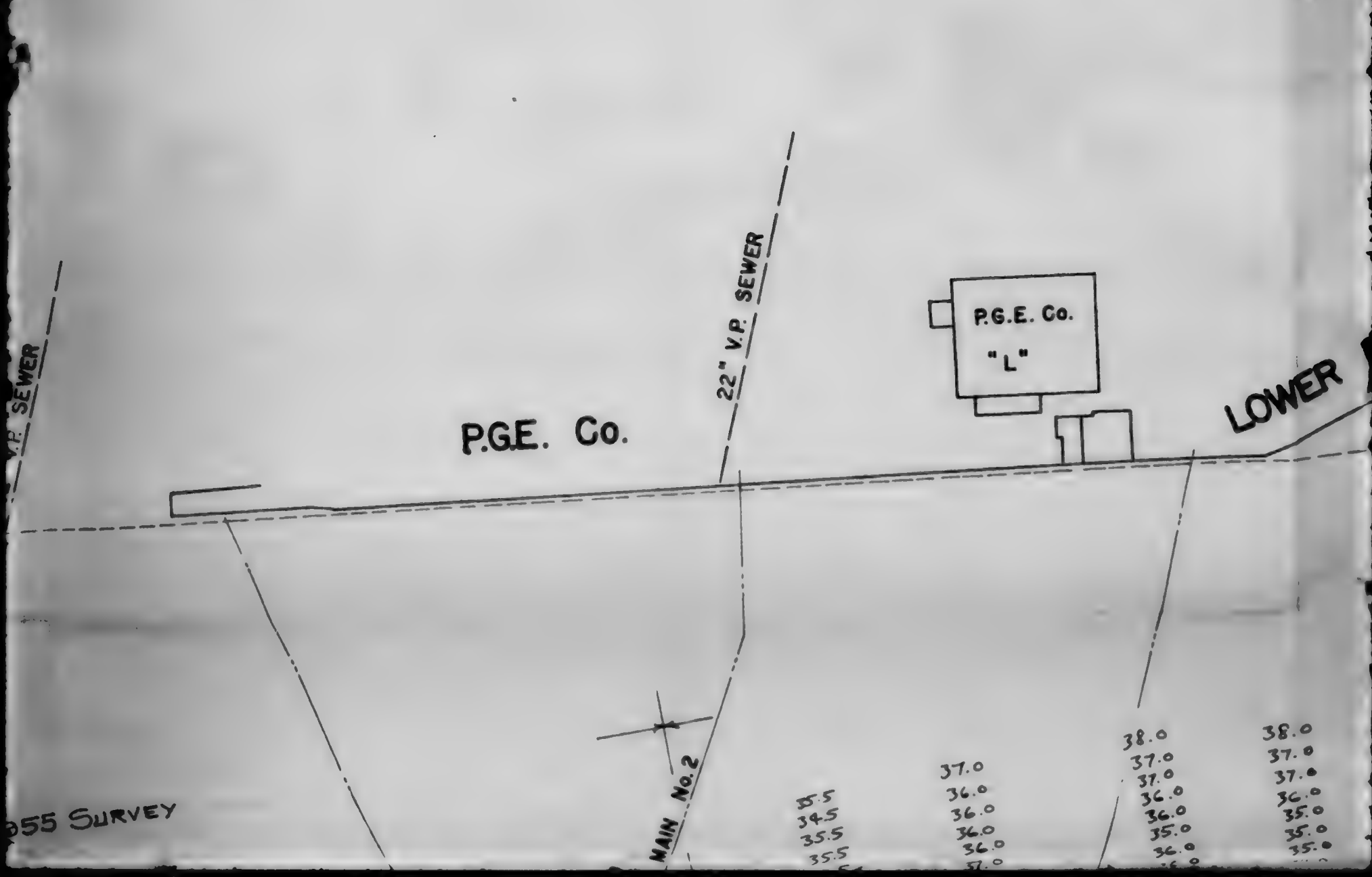
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MARCH 1960

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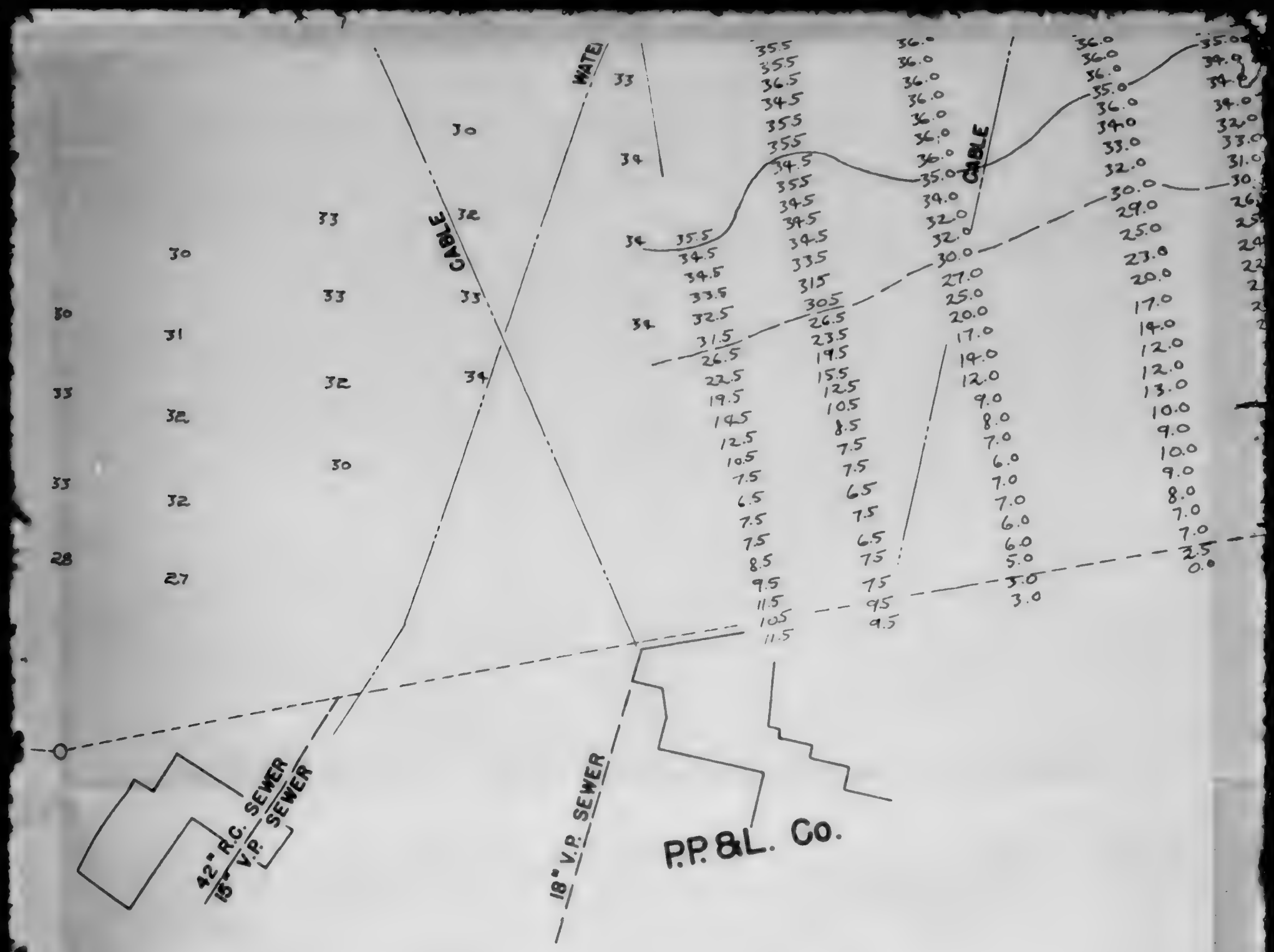
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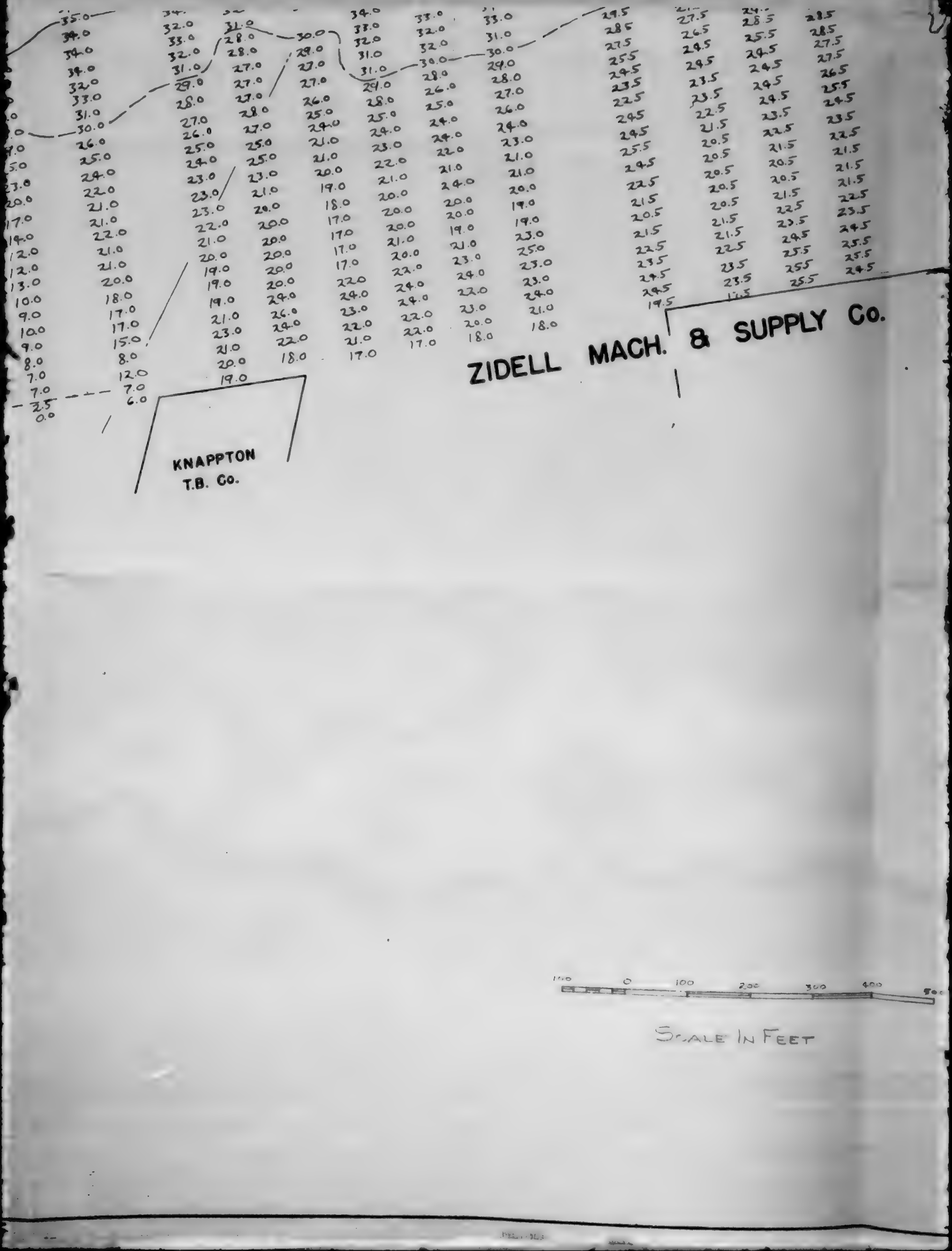
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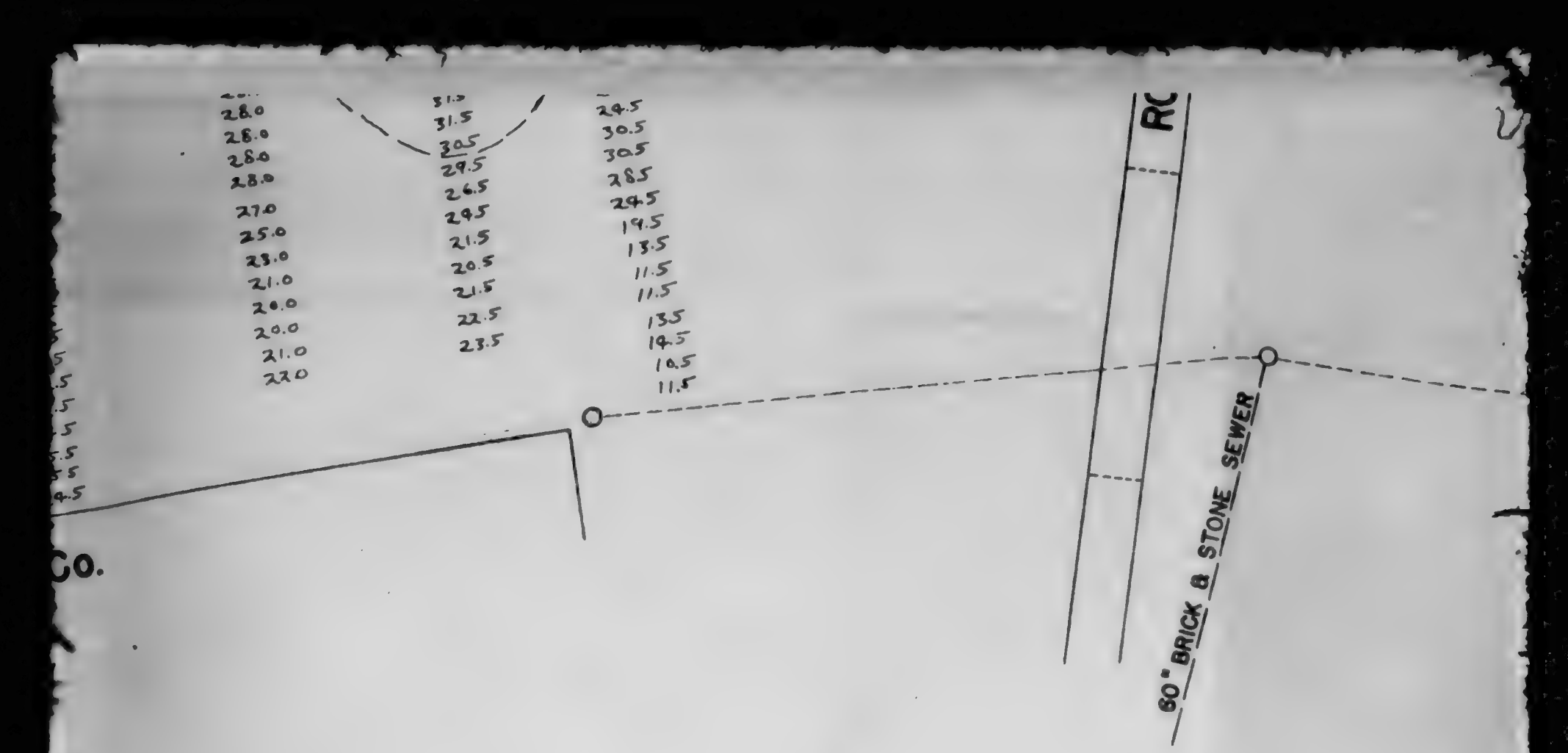
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HARBOR PATROL

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42" R.C. SEWER
15" V.P. SEWER
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ZIDELL MACH. & SUPPLY Co.
KNAPPTON
T.B. Co.
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NOTES:

SOUNDINGS ARE SHOWN IN FEET AND INDICATE DEPTHS BELOW COLUMBIA RIVER DATUM.

X-Y COORDINATES ARE OREGON STATE COORDINATES (NORTH ZONE).

REFERENCE: U.S.C. & G.S. CHART No 6155 AND U.S. CORP. OF ENGINEERS HYDROGRAPHIC SURVEY CHARTS.

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OFFICE OF
STATE HIGHWAY ENGINEER

SHEET No. 1 of 15

THE PORT OF PORTLAND

WILLAMETTE RIVER

HYDROGRAPHIC SURVEY

DRAWN: D.L.C.	SCALE: 1:2000
APP'VD BY	

MARCH 1960

RECEIVED
SEP - 1 1960
FOR FILING

August 31, 1960

Mr. Thomas P. Guerin
General Manager
The Commission of Public Docks
3070 N. W. Front Avenue
Portland 10, Oregon

Dear Mr. Guerin:

At our meeting in Portland you asked that I sent you a copy of the "Land and Water Transportation Study" for the Marquam Bridge over the Willamette River. I am enclosing a copy of this study.

This is entirely out of date now in view of the change in location, grade lines, clearances and other matters. However, the data given on number of ships passing through the area and on water elevations in periods of the year is still pertinent. I would particularly caution you against any attempt to use the economic analysis in any consideration of the present location.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. W. C. Williams

RECEIVED
SEP 1960
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 25, 1960

SUBJECT: Marquam Bridge

To: Mr. Ivan D. Merchant
Bridge Engineer

OFFICE

Estimates have been made of the difference in cost for the five river piers, based on channel clearances of 100 and 110 foot clearances above low water.

The effect of the increased wind load moments on the piers was taken into consideration and resulted in additional class "A" concrete (footings), seal concrete, steel bearing piling, and shoring and cribbing costs, along with additional class "A" concrete in the higher pier shafts.

The total difference in cost, including engineering and contingencies is estimated to be $97,000.

L. L. Wallace
Bridge Preliminary Plans Engineer

LLW:jml

cc: G. S. Paxson

NOTED
G. S. PAXSON

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SEP 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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August 22, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Mr. Polk:

At a conference in my office today attended by Mr. Ridge from your Washington office; Mr. Emrich and Mr. Brooks from the Salem office; and Mr. Cameron from the Portland office, it was decided that we should go along with the office of the District Engineer, USED, for approval of 110-foot clearance above mean low water for the Marquam Bridge over the Willamette River in Portland.

We will prepare the necessary drawings and make application for a permit from the Corps of Engineers on this basis. We will also prepare estimates of cost for the piers of the main span across the river based on this 110-foot clearance and a separate estimate based upon 100 feet of clearance.

We will submit these estimates to you as soon as they can be made but will proceed immediately with the application to the U.S. Engineers.

I am attaching a copy of a letter from Colonel Wimsgar indicating his approval of the 110 feet of clearance.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

attach.
GSP:ms
cc: W. C. Williams
I. D. Merchant
Tom Edwards

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NPP 285/70a(Will.R.-Bridge)-9
Chief
Projects
Div. - Portland

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

5 August 1960

REFERRED TO
Paxson
By State Highway Engineer

Oregon State Highway Department
Salem, Oregon

ATTENTION: Mr. W. C. Williams, State Highway Engineer

Dear Mr. Williams:

You are advised that plans of the Marquam bridge amended to provide a vertical clearance of 110 feet above low water will receive a prompt and favorable recommendation by this office.

In a review of your transportation study by higher authority it was determined that two points are not adequate to draw a representative navigation cost curve as indicated in figure 6 of the study. If a reasonable assumption is made for the added cost to navigation at 80 feet, the resultant smooth curve of total aggregate cost becomes a minimum at approximately 108 feet.

Additional data supplied by the Maritime Commission for vessels presently under construction in the United States indicated that 110 ft. clearance would allow reasonable development of the harbor and afford savings to highway interests and the overall economy.

Please provide this office with two copies of your "Land and Water Transportation Study, Proposed Marquam Bridge, Interstate Route 5", dated April 1959.

I will be happy to provide any additional information you may require in this matter.

Very truly yours,

NOTED
G. S. PAXSON

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

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AUG 8 1960
OREGON
STATE HIGHWAY COMMISSION

Copies to - Merchant
Edwards

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August 3, 1960

Mr. D. E. Ridge, Special Program Coordinator
Office of the Asst. to the Federal Highway Administrator
Washington, D. C.

R. M. French, Regional Engineer
08-60.2 Portland, Oregon

Oregon I-5-6( ) Marquam Bridge, Portland

Further reply is made to your memo of June 9.

We have discussed the matter of P.G.E. requirements with some of their officers in view of the long range plans for the area owned by P.G.E. on the East Bank of the Willamette River. The P.G.E. contemplates that within ten years they will have increased the capacity of their Lincoln Street steam plant from 90,000 KW (present capacity) to 300,000 KW. They also plan to increase their fuel oil storage capacity, from the present 1-100,000 bbl. tank to 4-100,000 bbl. tanks, all of which would be operated from the proposed location of the Marquam Bridge. It is estimated by this official that when the enlarged plant is operated at capacity, for a sustained period, the river movement of oil required for their tank storage might amount to one tanker a week. The capacity of the tankers which they plan on using is 141,000 barrels.

The P.G.E. have a contract with Standard Oil Company, of California for the delivery of fuel oil. It is claimed by the Company that transfer to barges below the bridge would entail additional cost of pumping and barge rental and since the oil is delivered hot from the refinery, some possible difficulty in regard to temperature might occur.

We had considerable difficulty in tracking down the size of tankers that would be used by Standard in this service. In ten years the clearances required might be greatly different than exist on present equipment.

However in discussion with P.G.E. officials it was disclosed that the type of tanker used by Standard and the one they would use is designated as a T-2. In subsequent conversation with the Maritime Administration office here the principal dimensions were given as T-2 SE A 2 and the overall maximum vertical dimension as

-more-

125' - 9" above the waterline empty. The T-2 SE-A 1 type has a maximum vertical dimension of 123' - 9". However, the local Maritime Administration office reviewed the plans for this type of ship and stated that in their opinion reducing the height of the 4 masts presented no difficulty and reducing to a clearance of 119' would be entirely feasible. There is plenty of clearance above the midship house on these tankers the only clearance restriction being in the four masts. In our conversation with P.G.E. they indicated that a 119' vertical clearance would satisfy their needs, and if they do not change their thinking before the proposed new Hearing date, that clearance is what they would ask. This is considerably better than the 117' previously requested by both Ziedli and P.G.E. and recommended by the Corps of Engineers.

It was ascertained that the State has discussed the revised location with Col. Dimmgar of the Corps of Engineers and that they indicated to him a new hearing would be requested. Since the location is revised we assume that would be necessary in any event.

We have discussed this matter with our Division Bridge Engineer at Salem and informed him of our discussion with the P.G.E. and the Maritime Commission.

It would appear that a vertical clearance of 119' might have some chance of approval. However, in the event of a second hearing, possibly the State should request the 117' - 9" as heretofore and maybe we should continue to insist on the Corps of Engineers justifying a higher clearance on the basis of the points raised in your June 8, 1960 letter to Gen. Lischner. We would appreciate your early opinion on this matter.

Mr. S. E. Ridge, Special Programs Coordinator
Washington, D. C.

July 7, 1960

R. M. French, Regional Engineer
Portland, Oregon

08-00.2

Oregon I-5-6( )301
Marquam Bridge - Portland

Reference is made to your memo of June 9.

We enclose a copy of Mr. Polk's June 20 memo referring to the new location of the Marquam Bridge and difficulties that may develop in connection with docking tankers to serve Portland General Electric fuel oil tanks. Also plan #4, copy of which was transmitted to Williams' office with our May 2 memo, is enclosed.

We are contacting the Portland General Electric Company with reference to the type of tankers which are expected to service the company. We hope then to be able to determine required clearances. This information will be forwarded to you when determined.

You will note that the State Highway Department plan to proceed with the new location and will request a new hearing by the Army Engineers based on this revised location. You will be advised when the hearing date is set with a report on the proceedings of such hearing.

Attached

D. M. French, Regional Engineer
Portland, Oregon

June 20, 1950

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon I-5-e(-)301 Marquam Bridge

Your memo of June 14 regarding the effect of the revised Marquam Bridge location on the additional navigation costs to the Portland General Electric Company has been received by this office.

The latest information received from the State is that they plan to proceed with the downstream location of the Marquam Bridge. They are going to request a new hearing by the Army Engineers as a result of this revised location of the bridge. It has been conservatively estimated that a saving in excess of $1,500,000 will be realized from this new location.

Mr. Paxson, Assistant State Highway Engineer, informed this office that it will be extremely difficult to dock tankers below the Marquam Bridge due to its proximity to the Hawthorne Bridge. Therefore all tankers serving the Portland General Electric Company will be forced to dock above the Marquam Bridge site. The State believes that it will be unwise to proceed with the 90.7 foot clearance for this downstream location in view of the above information. This office thinks that a check of vertical clearance required for tankers plying the West coast ports would be of great value in actually determining the clearance of the proposed bridge. It could be possible that a clearance between the 90.7 foot and 120 foot clearances would meet the vast majority, if not all, of the clearance demands of the future. It is our understanding that this information may be available through the Army Engineers.

Attached are two preliminary sets of plans and profiles for the proposed new location of the bridge. You will note that the grade line has been established using the 120 foot clearance. However, there is no logical reason why a lower clearance would not work just as well.

Attach.

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FOR FILING

Mr. C. G. Polk, Division Engineer
08-35.2-BA Salem, Oregon

June 14, 1960

J. F. Cameron, Assistant Regional Engineer
08-00.2 Portland, Oregon

Oregon I 05-6 Marquam Bridge - Portland
Vertical Clearance

We enclose a copy of Mr. Ridge's memo of June 9 to which is attached a copy of a letter dated June 8 to General Itschner.

You will note in the last paragraph of Mr. Ridge's memo that he requests that we investigate the matter as to the effect of the new proposed Marquam Bridge location on additional navigation costs, if any, to the Portland General Electric Company.

It is believed you should, through the State, determine what the situation will be with respect to PGE fuel oil operation costs, (i.e. pumping, docking facilities) under the conditions caused by the new proposed Marquam Bridge location. If these can be determined we could then (possibly with the State) go to the Portland District office of the Corps of Engineers and advise them of our finding with a view to a correlation between the two offices of these costs.

Attached

BUREAU OF PUBLIC ROADS

Mr. B. M. French, Regional Engineer
66-08 Portland, Oregon

June 9, 1960

S. E. Ridge, Special Programs Coordinator
20-10 Office of the Assistant to the Federal Highway Administrator, Washington, D. C.

Vertical Clearance--Marquam Bridge

Attached is a copy of a letter to General B. C. Itschner, Chief of Engineers, outlining our comments regarding the "Findings of Fact" prepared by the Portland District Office on the Oregon State Highway Commission's application for a permit to construct the Marquam Bridge.

As you will note, we have two major objections to the "Findings". One is the general tone of the report. Several positive statements were made regarding the undesirability of the bridge without any or with very little factual basis.

The other objection is the absolute lack of an economic analysis. Vehicle operation costs were not mentioned. Navigation costs were not verified and no comparison was made between the two.

The economic analysis may still decide the issue in our favor. We could not, however, make a definite determination of the effect of the new bridge location on the additional navigation cost, if any, to the Portland General Electric Company. It is possible that the moving of the bridge downstream will hamper their operations. It is suggested that your office attempt to correlate this with the Portland District Office of the Corps of Engineers.

Attachment

cc: Mr. B. M. French

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Washington 25, D.C.

Lieutenant General E. C. Itschner, U.S.A.
Chief of Engineers
Department of the Army
Washington 25, D. C.

Dear General Itschner:

I am outlining herein our comments regarding the "Findings of Fact" on the application made by the State of Oregon for the construction of the Marquam bridge over the Willamette River in Portland, Oregon. These comments were discussed in more detail during a conference between Mr. Kluge of this office and members of your staff on June 6.

These findings of fact contain certain statements which, in our opinion, should be revised and made more factual. For example, Item 5(h) states that "local authorities...of the area are almost unanimous in opposition to the proposed clearance of 96.7 feet." The hearing transcript, however, contains the testimony of the State Highway Commission, the Port of Portland Commission, and the City of Portland all of whom were at least not unfavorable to the construction of the bridge with a 96.7-foot vertical clearance. While the Port of Portland's testimony was later modified somewhat, they merely asked that full and careful consideration be given to the vertical clearance.

Item 9 states that the proposed clearance will preclude the unloading of tankers requiring 105 feet clearance at the Portland General Electric Company's installation. These tankers can be handled below the proposed bridge with only a minor modification of the pumping and docking facilities. Such tankers can, therefore, be handled regardless of the bridge clearance.

Item 10 states that the basis for design does not provide for navigation requirements. This statement is made in the face of a previous statement (Item 7(e)) regarding the traffic on the river in which it is brought out that only 14 of the 9,445 upbound vessel trips were made by deep draft seagoing vessels and that only eight of the 9,431 downbound trips were deep draft. In addition, our information indicates that most of the 14 upbound and all of downbound deep draft vessels could have passed under the proposed bridge.

Item 11(a) states that the cost of a 120-foot bridge is estimated to be $705,134 greater than the cost of the proposed structure. No mention is made of the increased vehicle operation cost due to the 120- rather than the 96.7-foot vertical clearance. Based on the data recently sent to you regarding such costs and the traffic information contained in the September 4, 1959 letter from Mr. H. C. Williams, State Highway Engineer of Oregon to your District Engineer at Portland, the additional vehicle operation cost due to the higher bridge is $42,771 per year. This is in addition to the annual bridge construction cost of $32,737 per year (50-year life, four percent interest). The total annual additional cost of a 120-foot bridge is, therefore, $75,678 per year.

Item 11(c) states that it is not feasible to use vessels with less clearance. Actually most of the vessels have less clearance. Therefore, it must be feasible.

Item 11(d) asserts the belief that the proposed bridge would so restrict vessels requiring vertical clearance of 90 to 120 feet that the area would be useless for present and foreseeable deep draft navigation. This statement is made in the face of available information which indicates that only three of the deep draft vessels that traveled to a point above the proposed bridge in the three and one-half years preceding the hearing were higher than the proposed bridge and that only ten of these vessels would be affected by the 96.7-foot clearance at any navigable river stage.

Item 11(e) presents no facts regarding the actual cost that would be incurred by the navigation interests if the bridge were built at a clearance of 96.7 feet. It merely states what the cost of rehandling the tonnage shipped last year would be if the cost per ton were $0.85, $1.45, or $2.00. There is no indication of the actual tonnage that must be rehandled or of the actual cost of the rehandling. It is believed that this paragraph, which should contain the real basis for a decision in this case, should be amplified and made factual.

Based on the height of the vessels loading at the Kidall installation in the past and the percentage of the time that the river is above mean low water, it is estimated that it would have been necessary for Kidall to rehandle 76,400 tons of scrap per year if the 96.7-foot bridge had been in place. Since it would have been necessary to rehandle 3,400 tons of the scrap if a 120-foot bridge had been in existence, only 23,000 tons can be charged against the 96.7-foot bridge.

The State of Oregon estimated that the additional cost of lightering the scrap downriver is approximately $0.86 per ton. We understand that the Corps of Engineers has estimated this cost at $0.75 per ton.

At $0.86 per ton, the additional cost of rehandling the 23,000 tons of scrap would amount to $19,780 per year. This is only 25 percent of the cost of providing the higher bridge and even the most optimistic estimate of the tonnage to be shipped in the future would not increase it to more than 50 percent of the cost of providing the higher bridge. This cost could, of course, be reduced by the exercise of some selection in regard to the vessels used for the shipment of scrap.

There is very little, if any, additional cost to navigation. The ships available for scrapping in the Portland area are, in general, less than 95 feet in height and need not be considered. The docking and pumping facilities necessary to handle the larger tankers at the Portland General Electric installation can be moved downstream at a very nominal cost.

The foregoing facts indicate, quite conclusively, that the clearance most economical to overall transportation at this location is somewhat less than the proposed 96.7 feet. We, therefore, urge that the request of the State of Oregon for a permit to construct this bridge at the 96.7-foot clearance be approved. We also ask that this action be taken as soon as possible in order that the design of this important link on the National System of Interstate and Defense Highways can proceed without further delay.

Sincerely yours,

Paul F. Royster
Assistant to the
Federal Highway Administrator

cc: Mr. B. H. French(2)

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NOV 10 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
W. C. WILLIAMS, State Highway Engineer

LAND AND WATER TRANSPORTATION STUDY
PROPOSED MARQUAM BRIDGE
INTERSTATE ROUTE 5

PORTLAND, OREGON

Prepared by

TRAFFIC ENGINEERING DIVISION
PLANNING SURVEY SECTION

Published by

Oregon State Highway Commission

SALEM, OREGON

April, 1959

WILLAMETTE RIVER BRIDGES - PORTLAND



Figure 1

GES - PORTLAND DOWNTOWN AREA



Figure 1

WILLAMETTE RIVER BRIDGES

PORTLAND DOWNTOWN AREA

INTRODUCTION

This report contains basic economic and descriptive material relative to the proposed Marquam Bridge over the Willamette River. Figure 1 shows the location of this proposed structure in relation to other bridges across the Willamette River. It is proposed that this be a fixed highway bridge.

Pursuant to Section 525 (a,b) of the General Bridge Act of 1946, the Chief of Engineers and the Secretary of the Army have authority to approve or disapprove applications for permission to construct bridges over navigable waters. This legal authority as taken from U.S.C.A., Title 33, is as follows:

(a) The consent of Congress is granted for the construction, maintenance, and operation of bridges and approaches thereto over the navigable waters of the United States, in accordance with the provisions of sections 525-533 of this title.

(b) The location and plans for such bridges shall be approved by the Chief of Engineers and the Secretary of the Army before construction is commenced, and, in approving the location and plans of any bridge, they may impose any specific conditions relating to the maintenance and operation of the structure which they may deem necessary in the interest of public navigation, and the conditions so imposed shall have the force of law.

In the determination of clearance requirements for land traffic facilities across a waterway, it is necessary to consider the economic effects of such clearances on both land and water transportation. The optimum clearance is the height at which the aggregate cost to land transportation (construction cost, vehicular costs etc.) and water transportation (revised shipping procedures, etc.) is at a minimum. This is in the best interest of the expanding economy because all surface transportation costs are ultimately borne by the public in

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INTRODUCTION

This report contains basic economic and descriptive material relative to the proposed Marquam Bridge over the Willamette River. Figure 1 shows the location of this proposed structure in relation to other bridges across the Willamette River. It is proposed that this be a fixed highway bridge.

Pursuant to Section 525 (a,b) of the General Bridge Act of 1946, the Chief of Engineers and the Secretary of the Army have authority to approve or disapprove applications for permission to construct bridges over navigable waters. This legal authority as taken from U.S.C.A., Title 33, is as follows:

(a) The consent of Congress is granted for the construction, maintenance, and operation of bridges and approaches thereto over the navigable waters of the United States, in accordance with the provisions of sections 525-533 of this title.

(b) The location and plans for such bridges shall be approved by the Chief of Engineers and the Secretary of the Army before construction is commenced, and, in approving the location and plans of any bridge, they may impose any specific conditions relating to the maintenance and operation of the structure which they may deem necessary in the interest of public navigation, and the conditions so imposed shall have the force of law.

In the determination of clearance requirements for land traffic facilities across a waterway, it is necessary to consider the economic effects of such clearances on both land and water transportation. The optimum clearance is the height at which the aggregate cost to land transportation (construction cost, vehicular costs etc.) and water transportation (revised shipping procedures, etc.) is at a minimum. This is in the best interest of the expanding economy because all surface transportation costs are ultimately borne by the public in

the cost of goods the public consumes, in the prices the public pays for the services it receives, and in taxes the public is required to pay. With this in mind, the economic effects of different clearances at the Marquam Bridge site are herein evaluated in order to determine a reasonable height to construct the bridge.

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TRAFFIC DATA

TRAFFIC DATA

Figure 2 reveals the 1975 anticipated traffic volumes over the proposed structure. It will be noted that in addition to the average daily traffic (ADT) values, the design hour volumes (DHV) are shown for one direction.

This figure shows that the 1975 traffic volume is estimated to be 66,000 vehicles per day, and during the design (peak) hour there will be 4,620 vehicles in the direction of heavier flow. Of these 4,620 vehicles, 5 percent or 231 are commercial vehicles.

The following tabulation presents 1975 ADT data on other bridges over the Willamette River in this area:

BRIDGE	1975 ADT
Ross Island	44,000
Hawthorne	36,000
Morrison	52,000
Burnside	56,000
Steel	50,000
Broadway	56,000
Fremont	58,000

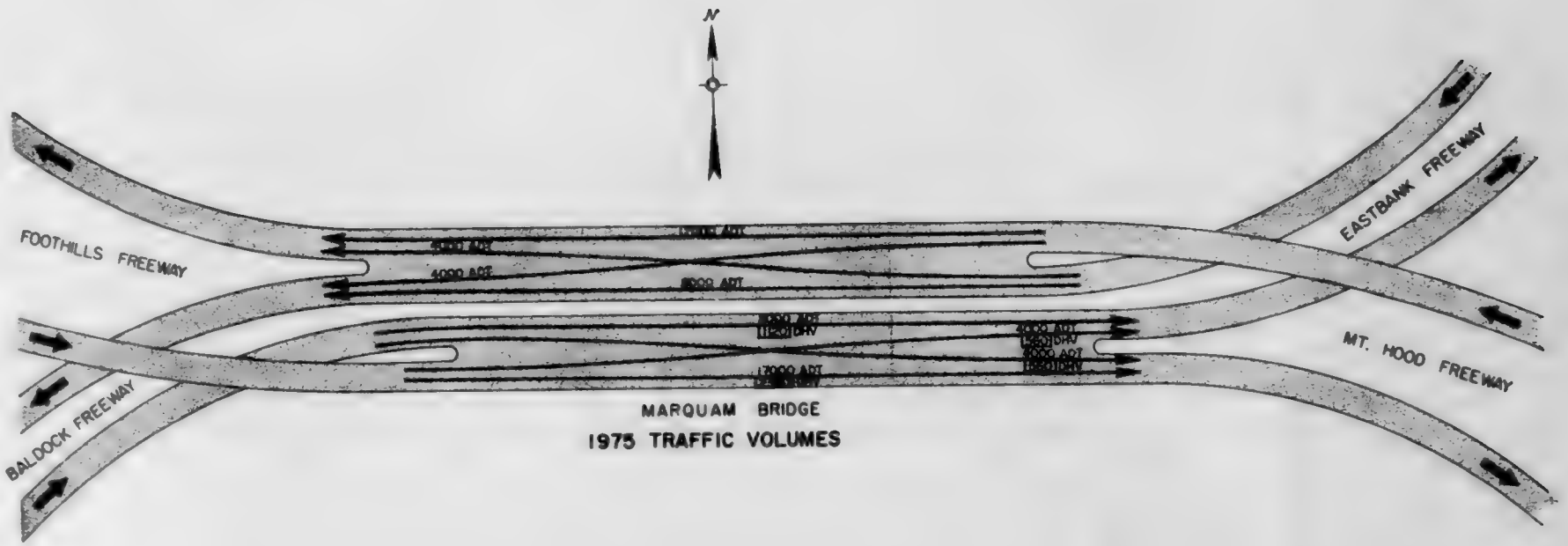

N
FOOTHILLS FREEWAY
EASTBANK FREEWAY
MT. HOOD FREEWAY
BALDOCK FREEWAY
4000 ADT
8000 ADT
4000 ADT
8000 ADT
17000 ADT
4000 ADT
8000 ADT
MARQUAM BRIDGE
1975 TRAFFIC VOLUMES

Figure 2

CHANNEL AND BRIDGE CLEARANCE DATA

Table I presents horizontal and vertical clearance data for the Marquam Bridge and other bridges in the Portland Area. The channel depth is 35 feet downstream from the Broadway Bridge, and 30 feet between the Broadway Bridge and the Ross Island Bridge. The Ross Island Bridge marks the end of the deep water channel and, for that reason, clearance data for structures between the Ross Island Bridge and Oregon City, where the channel depth is only eight feet are not shown. In this stretch of river, there are three structures (Sellwood Bridge, S.P. Railroad Bridge, Oregon City Bridge) each of which provides 74 feet of vertical clearance above mean low water.

It can be seen that the lowest vertical clearance downstream from the Marquam Bridge is at the Hawthorne Bridge where 160 feet is provided. The vertical clearance at the Ross Island Bridge, which is about 2,000 feet upstream from the proposed Marquam Bridge, is 120 feet. This, as mentioned, is the end of the present deep water channel.

TABLE I

HORIZONTAL AND VERTICAL CLEARANCES OF WILLAMETTE RIVER BRIDGES

Bridge	Type of Span	Horizontal Clearance (Feet)	Vertical Clearance (Feet) 1/ Span Closed	Span Open
St. Johns	Fixed	1,068 2/ 750 3/	194 at Harbor Line 205 at Span Center	_____ _____
SP & S Railroad	Swing	230 3/	44 over channel	Unrestricted
Broadway	Bascule	817 2/ 250 4/	81 at Harbor Lines 90 at Span Center	Unrestricted
Steel & OWR&N Railroad	Vertical Lift	250 5/	26 over lift span	72 Lower Deck Open 164 Both Decks Open
Burnside	Bascule	213 6/ 209 7/	46 at Piers 67 at Span Center	Unrestricted
Morrison	Bascule	220 7/	69 at Span Center	Unrestricted
Hawthorne	Vertical Lift	1,350 2/ 200 7/	36 at East Harbor Line 40 at West Harbor Line 50 over Lift Span	 160
Marquam				
Plan 1	Fixed	200 9/	96.5 Over Horizontal Clearance	_____
Plan 2	Fixed	200	130 Over Horizontal Clearance	_____
Plan 3	Fixed	200	160 Over Horizontal Clearance	_____
Ross Island	Fixed	490 8/	38 at Center Piers 120 at Span Center	_____ _____

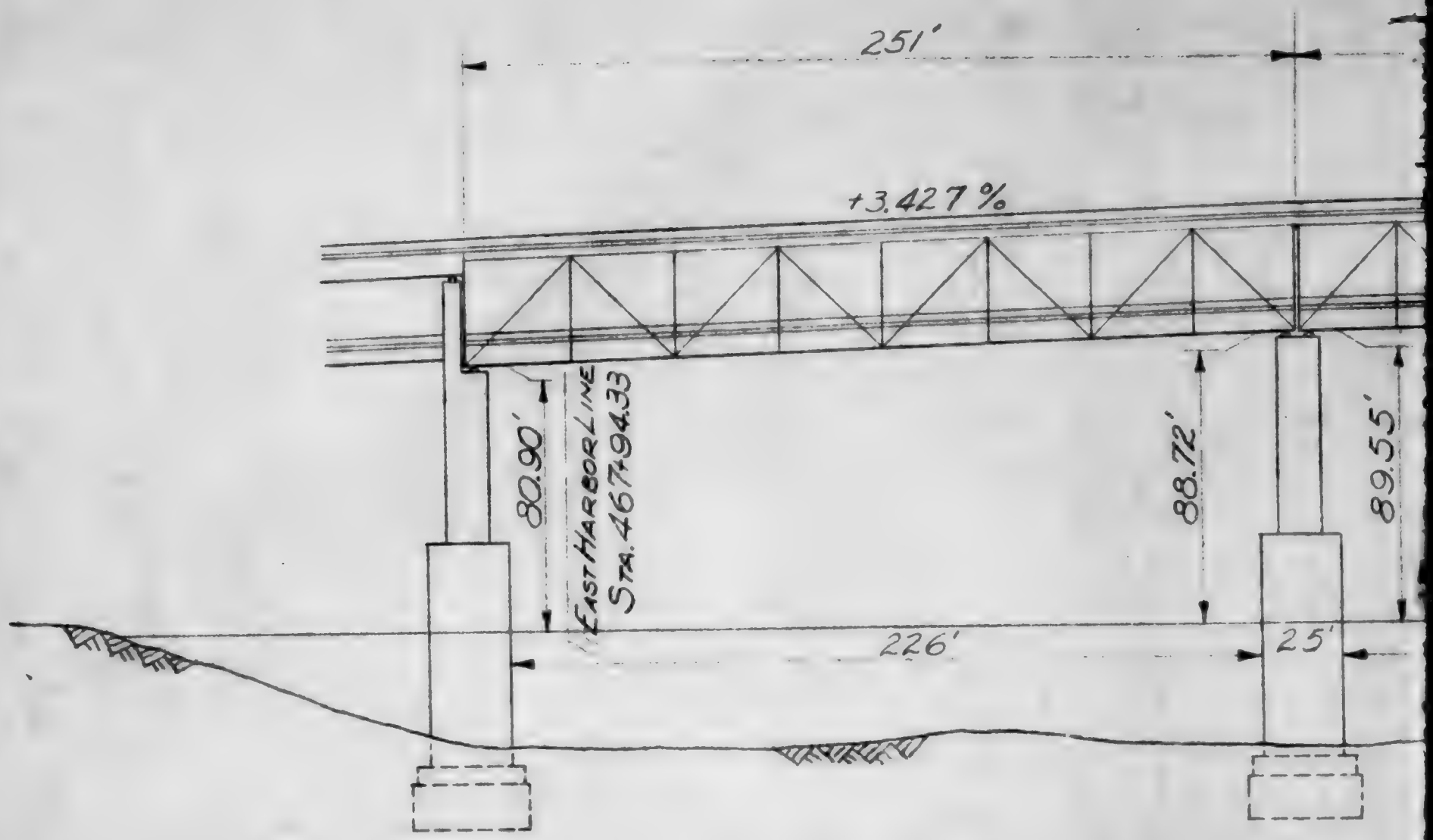
1/ Above mean low water.
2/ Between Harbor Lines.
3/ Between Channel Limits.
4/ Between Center Piers (V & VI).
5/ Between Limits of Lift Span.
6/ Between Limits of Bascule Span.
7/ Clear Width.
8/ Between Center Piers (III & IV).
9/ 325' at 96.26' Vertical Clearance.

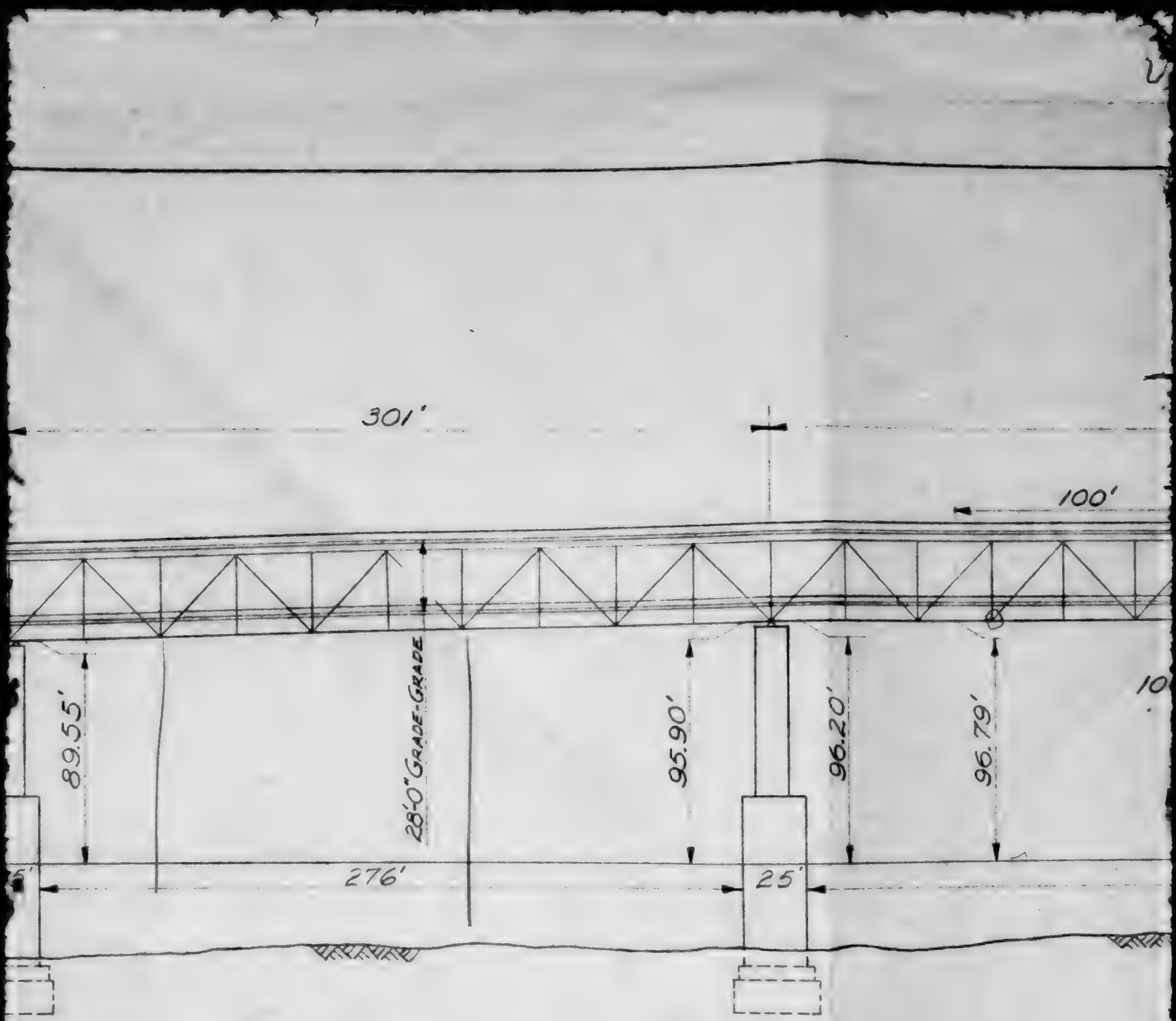
MARQUAM BRIDGE DESIGN DATA

Figures 3A, 3B and 3C show elevation views of the proposed bridge at three different levels. Navigation costs, bridge construction costs, and vehicular lift costs were developed for each of these levels. Based on these data, graphs and tabulations were prepared so that relative costs for any clearance between 96.5 feet and 160 feet could be determined.

Proposed interchanges at both ends of this structure and other geometric design considerations dictate that the desirable grade line is that which provides 96.5 feet vertical clearance above low water. The highest grade line considered allows 160 feet vertical clearance. This equals the clearance provided at the Hawthorne Bridge which, at present, governs the vertical clearances downstream from the proposed Marquam Bridge.

Present highway planning assumes a six-lane divided highway on the lowest level bridge. The divider would be 8.4 feet in width, and the traffic lanes would be 12 feet wide. In addition, six-foot shoulders on the right side of traffic are assumed. The number of required traffic lanes to provide a structure with equal capacity increases as the grade line increases due to the fact that commercial vehicles find it more difficult to negotiate the facility at the design speed. This, in turn, interrupts the flow of other traffic and has the effect of reducing the capacity of the roadway. On a relative basis, an eight-lane roadway on the structure providing 130 feet of clearance and a ten-lane roadway on the structure providing 160 feet of clearance would have about the same carrying capacity as a six-lane roadway on the structure providing 96.5 feet of clearance (See Appendix B).


251'
+3.427%
80.90'
EAST HARBOR LINE
STA. 467+94.33
88.72'
89.55'
226'
25'



ELEVATION
SCALE 1"=50'

P.I. STA. 476+00
ELEV. 119.55

350'

300'

100'

100'

1000' V.C.

96.78'

96.21'

95.90'

M.L.W. ELEV. 3.22

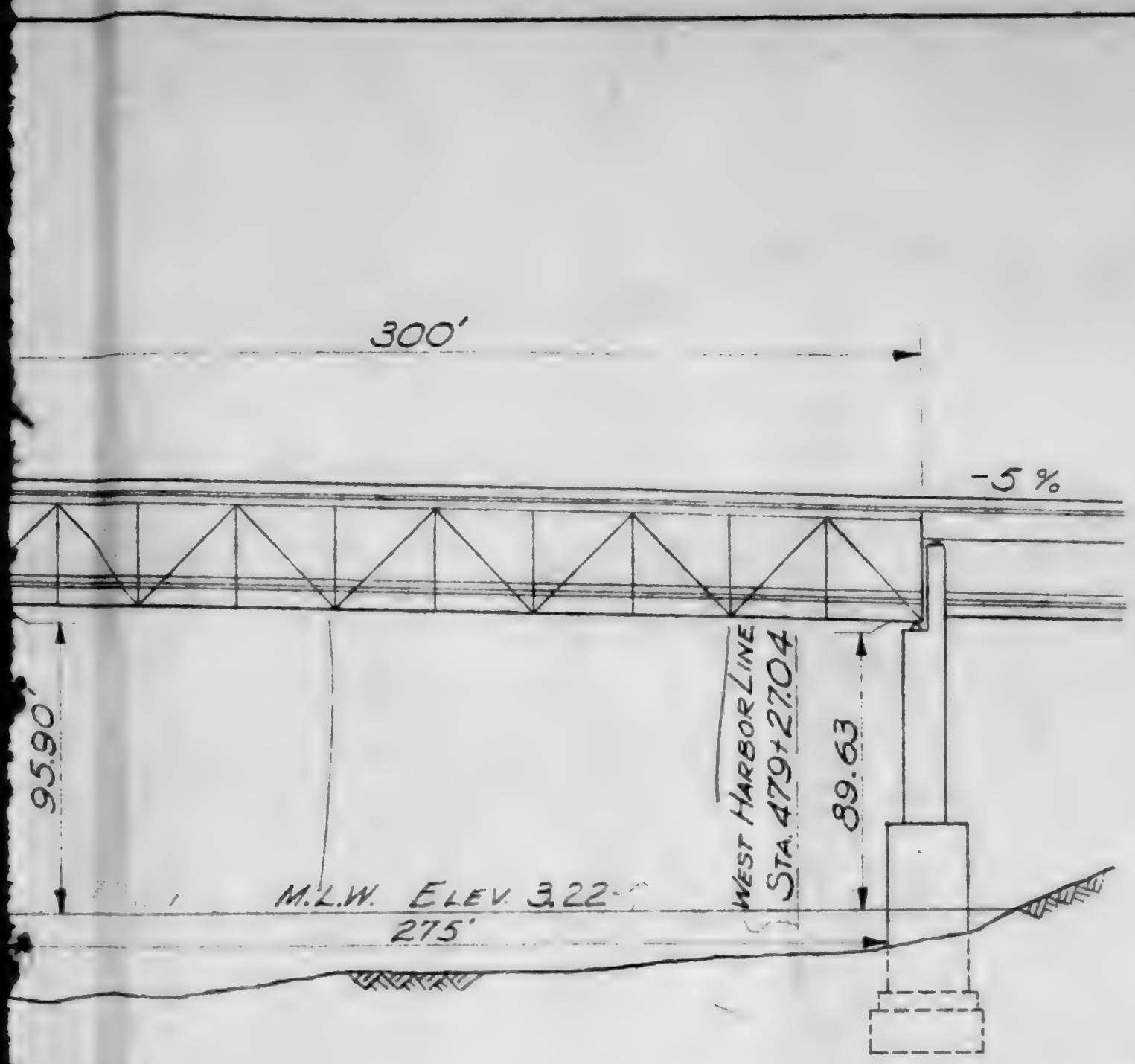
325'

25'

275'

MARQUAM BRIDG
96½' CLEAR ABOV
8 LANES-2 LE

JUNE 5, 1959



MARQUAM BRIDGE STUDY

96½' CLEAR ABOVE M.L.W.

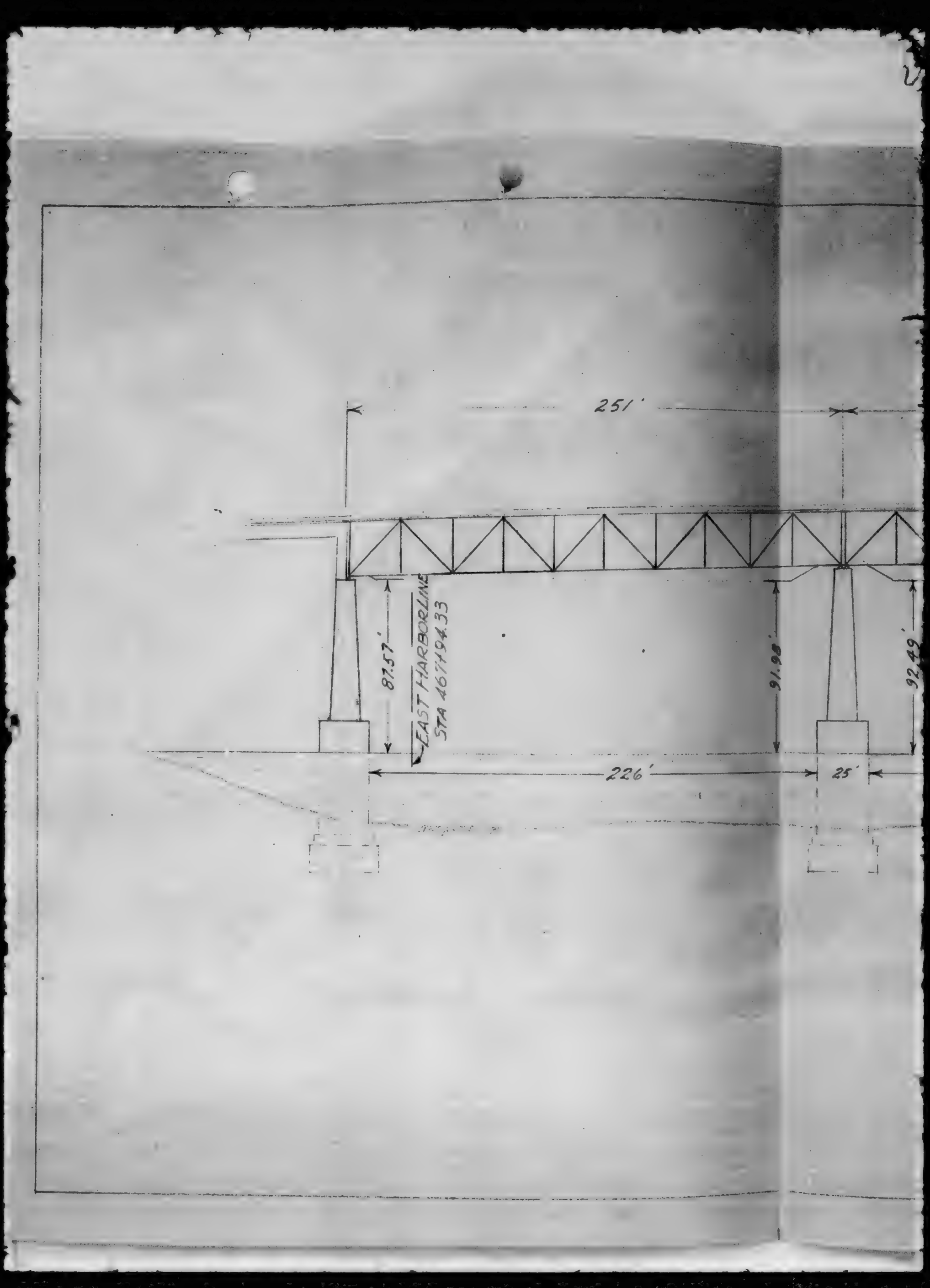
8 LANES - 2 LEVELS

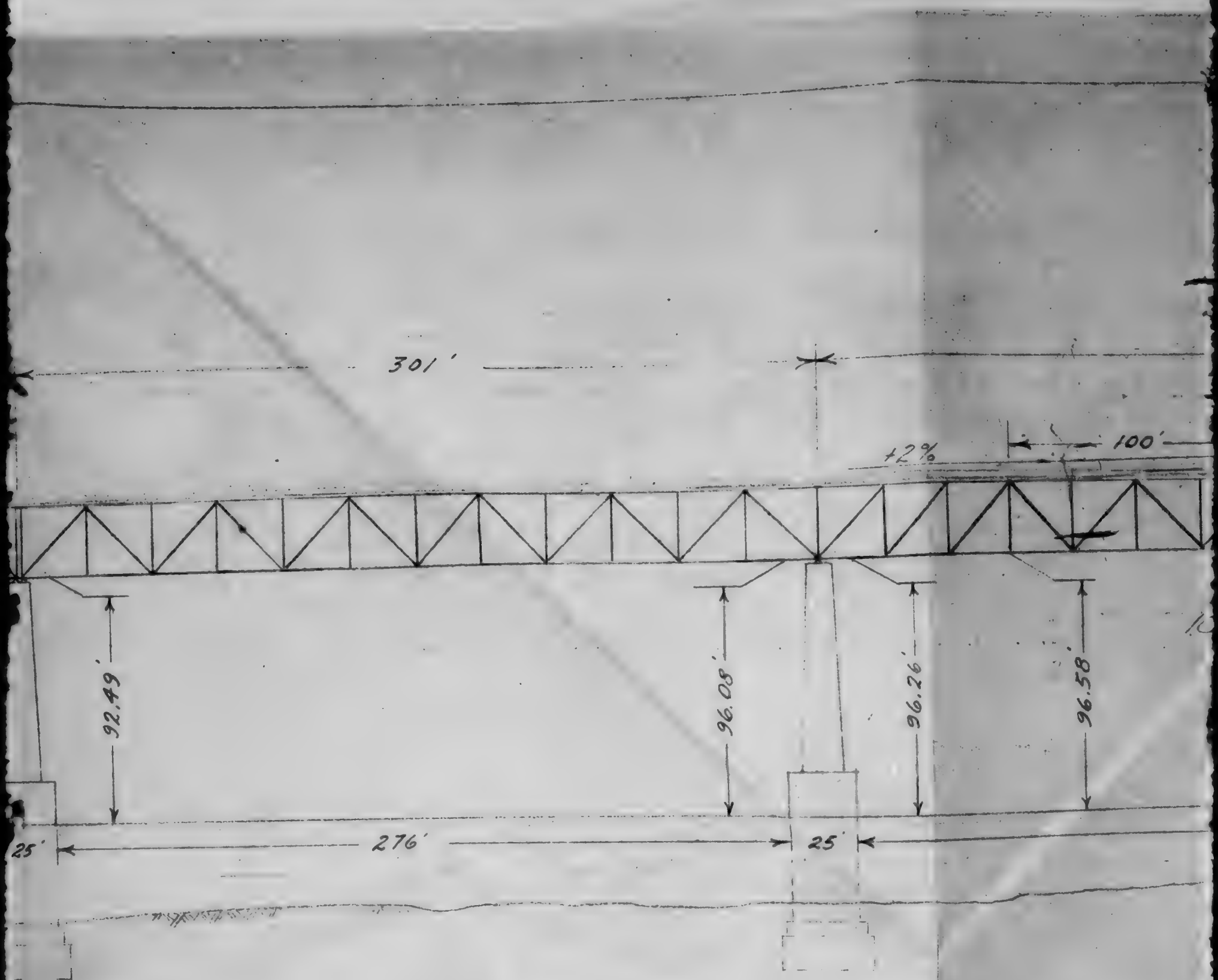
JUNE 5, 1959

BRIDGE # 8328

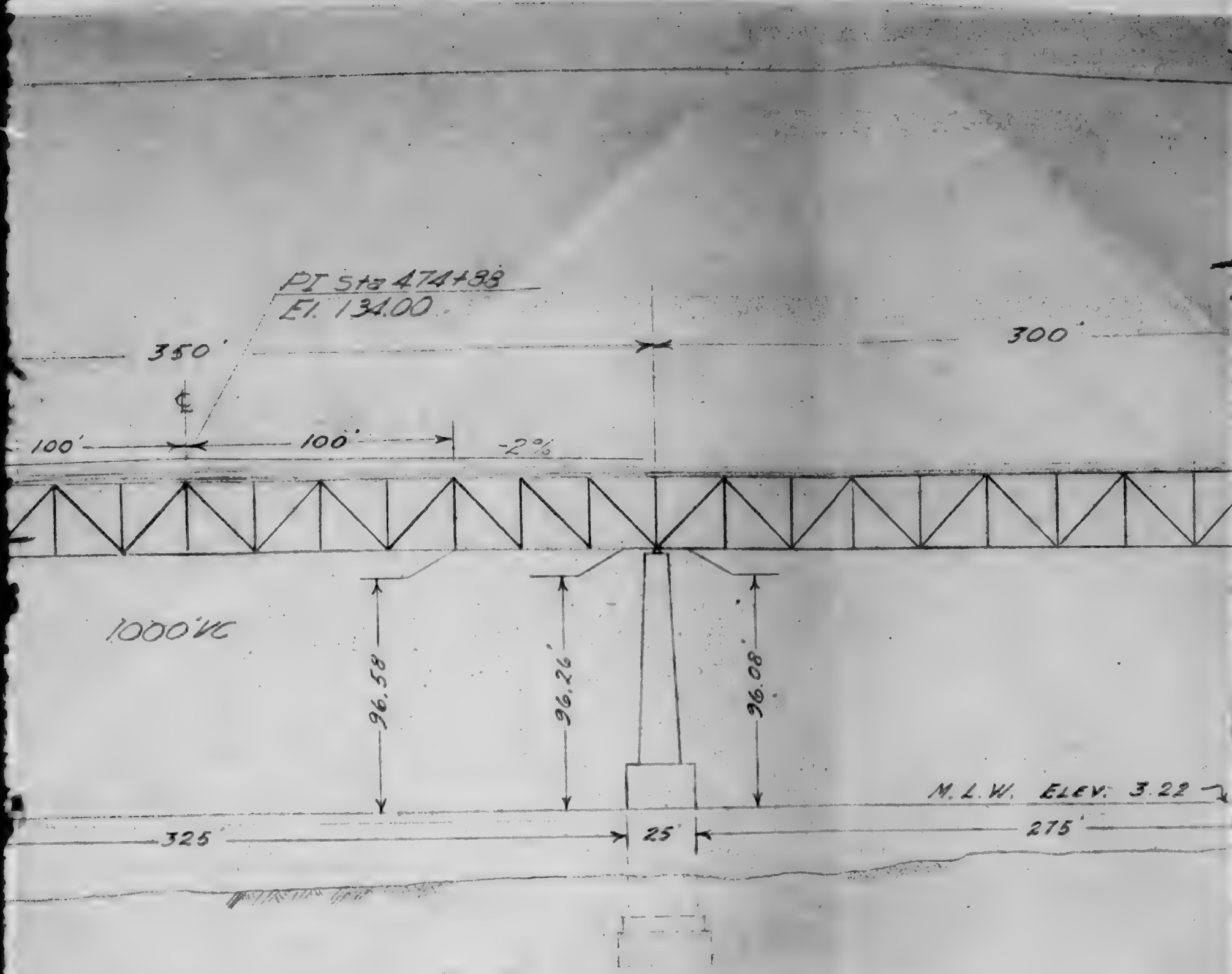
FIG 3

DAB


251'
87.57'
EAST HARBORLINE
STA 467+94.33
91.95'
92.49'
226'
25'

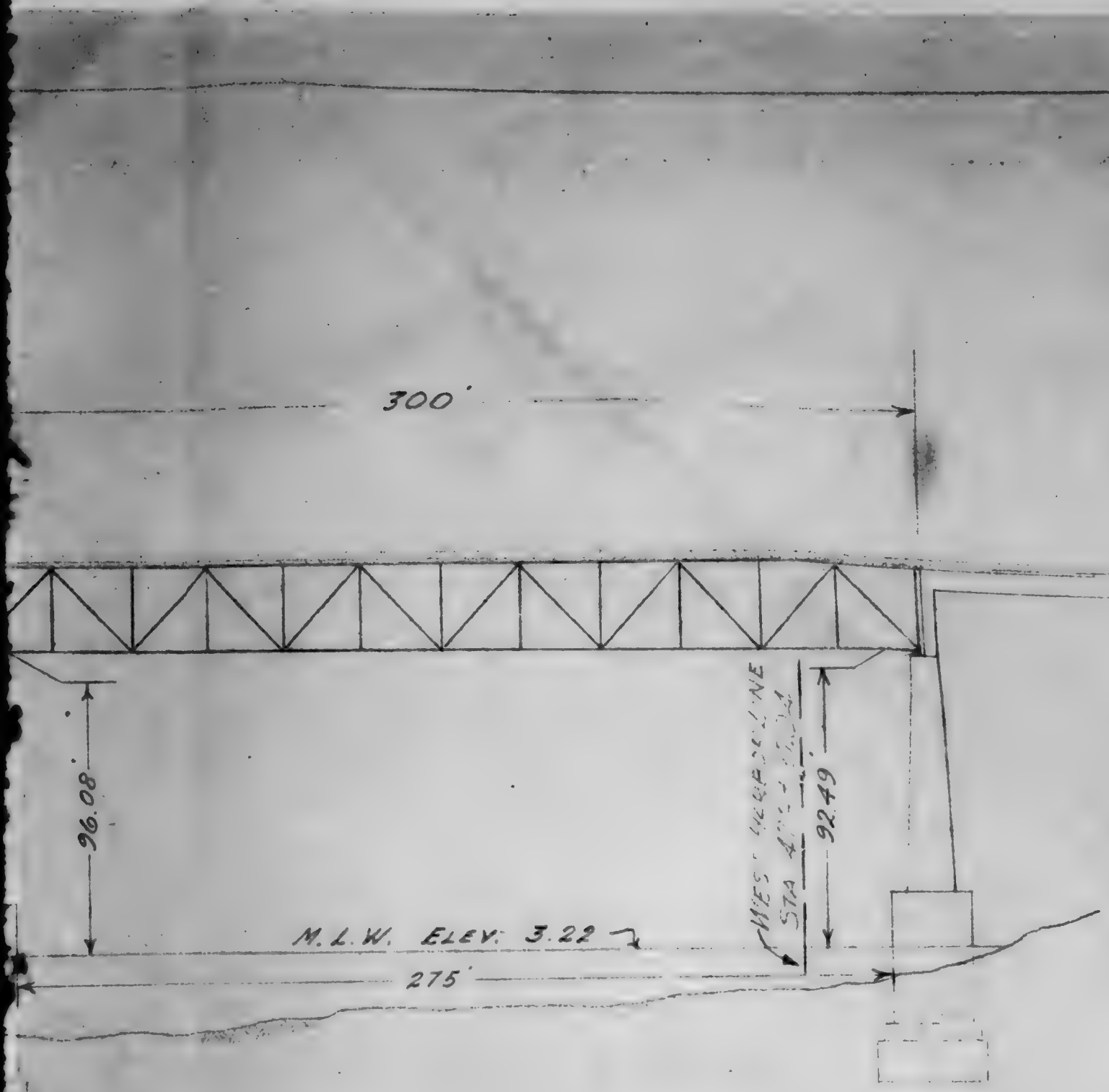


ELEVATION
SCALE 1" = 50'-0"



MARQUAM BRIDG
96½' CLEAR ABOV

MARCH 19, 1959



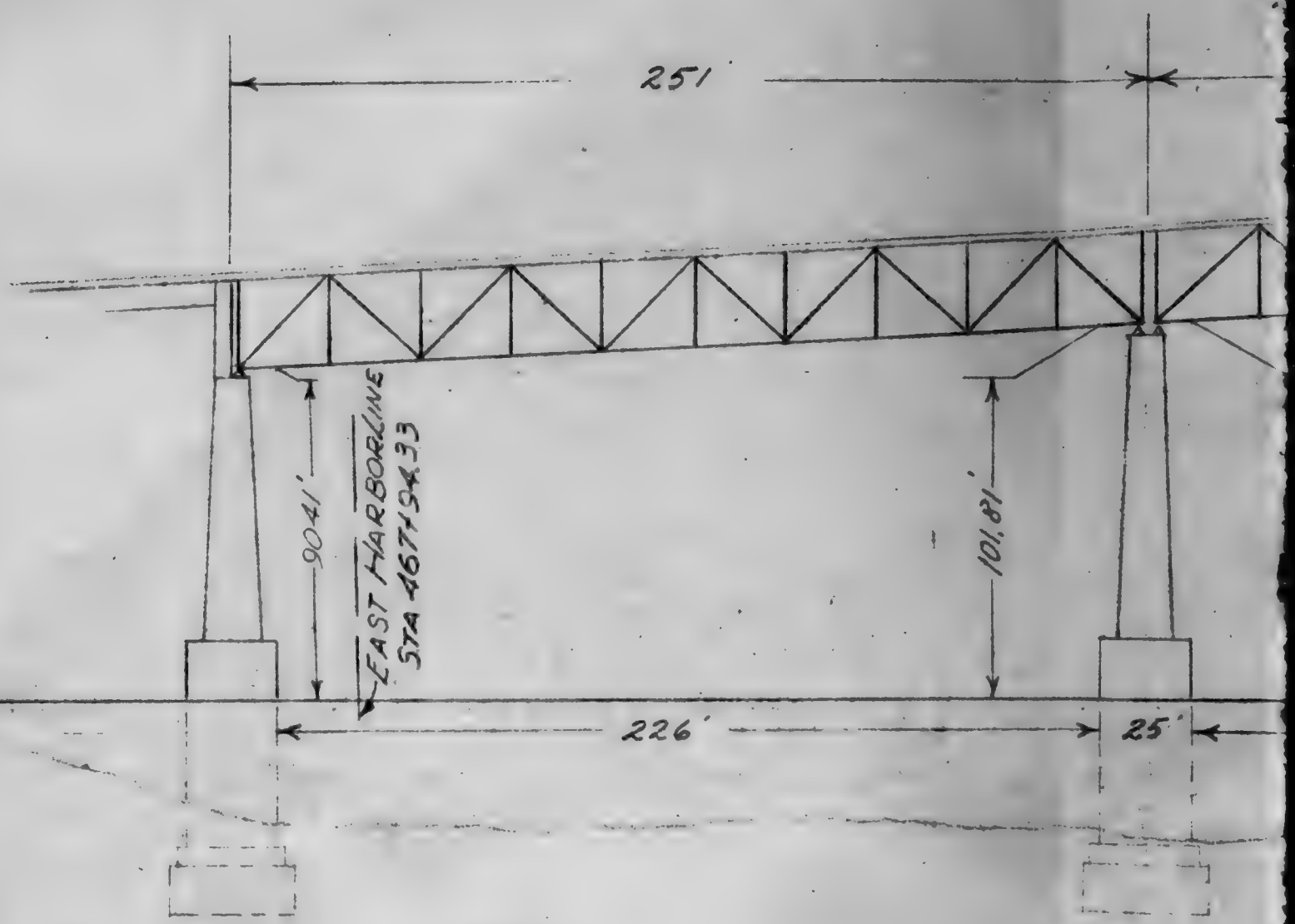
MARQUAM BRIDGE STUDY

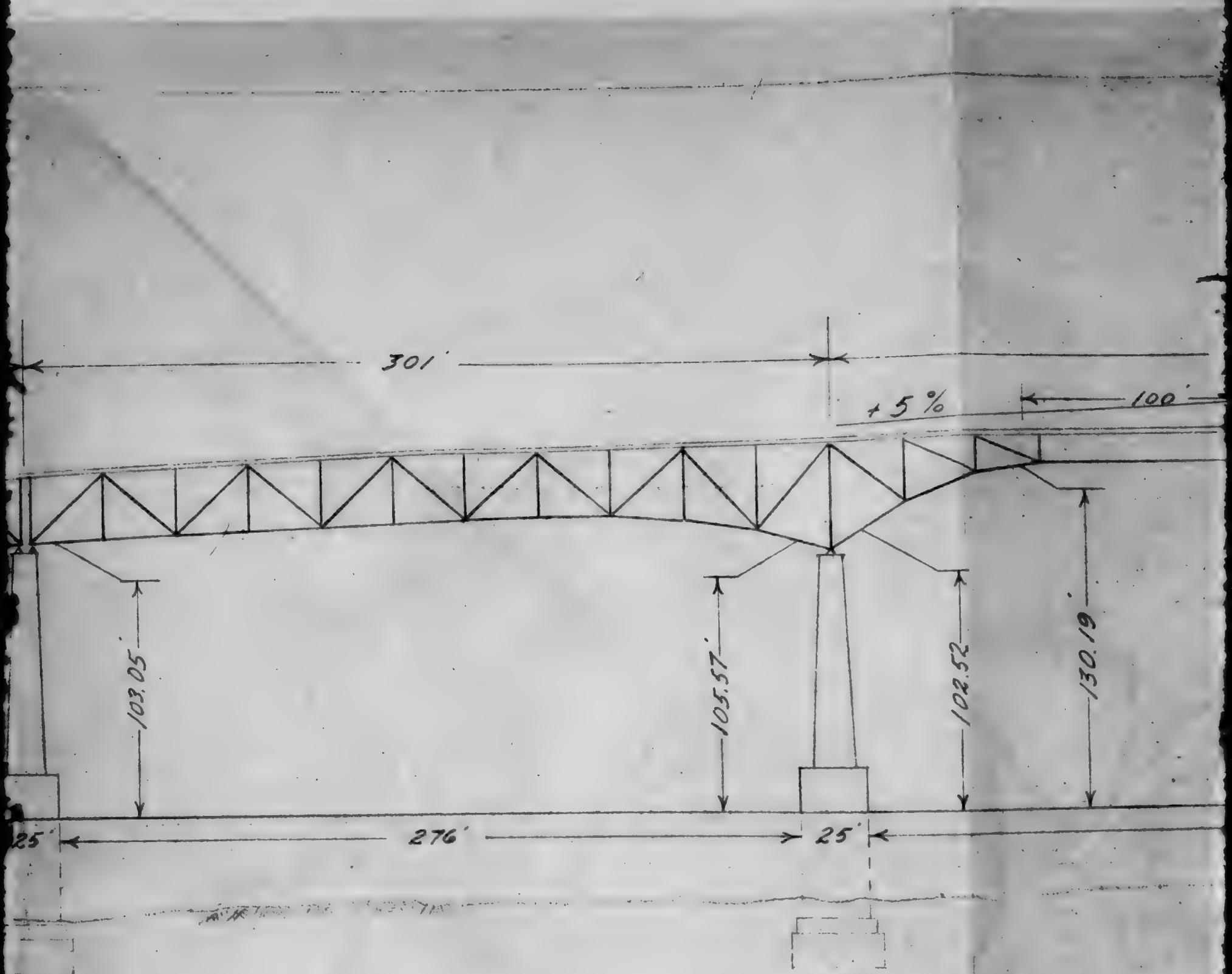
96½' CLEAR ABOVE M.L.W.

MARCH 19, 1959

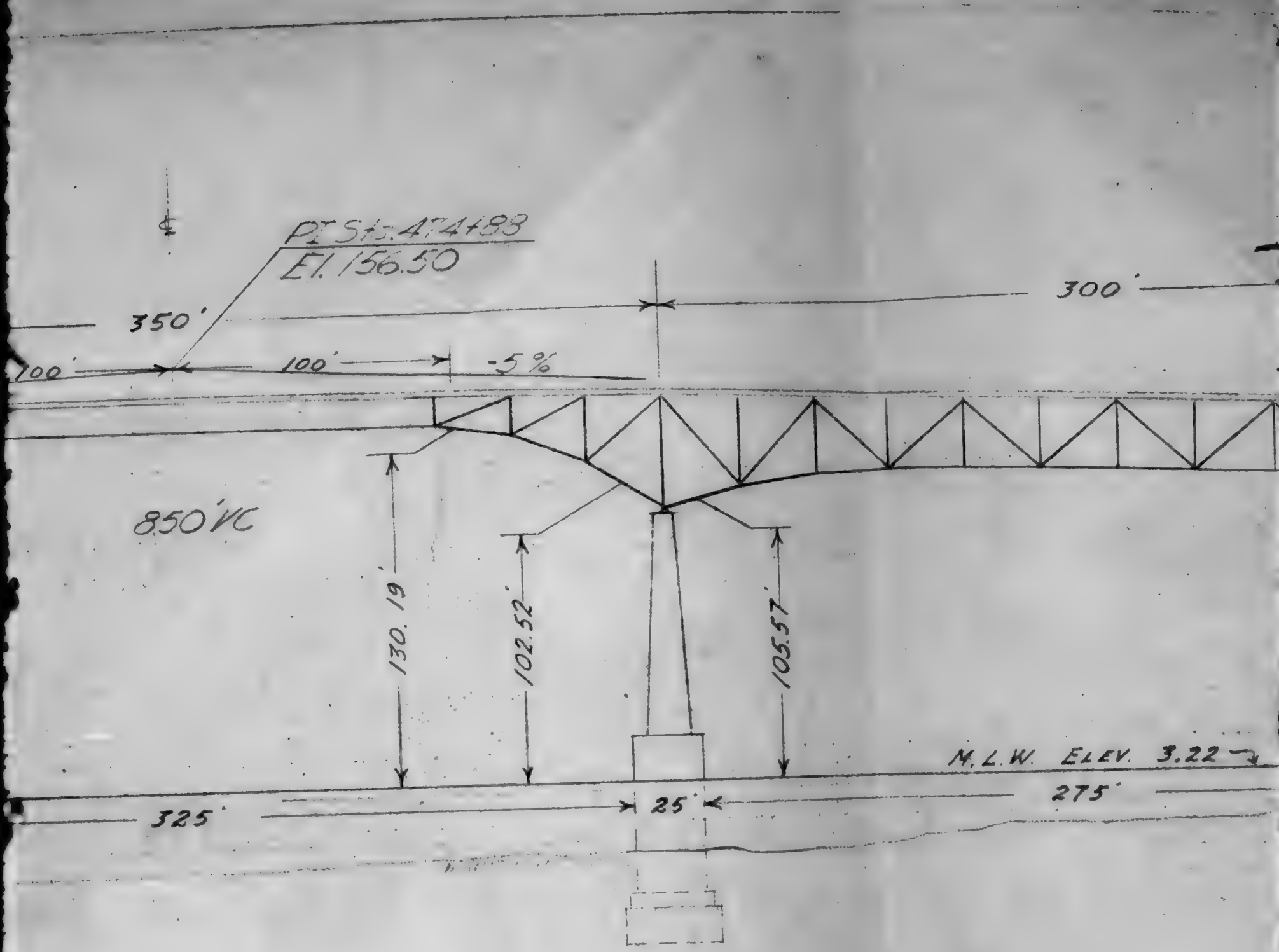
BRIDGE # 8328

FIG. 3 A


251'
90.41'
EAST HARBORLINE
STA 467+94.33
101.81'
226'
25'

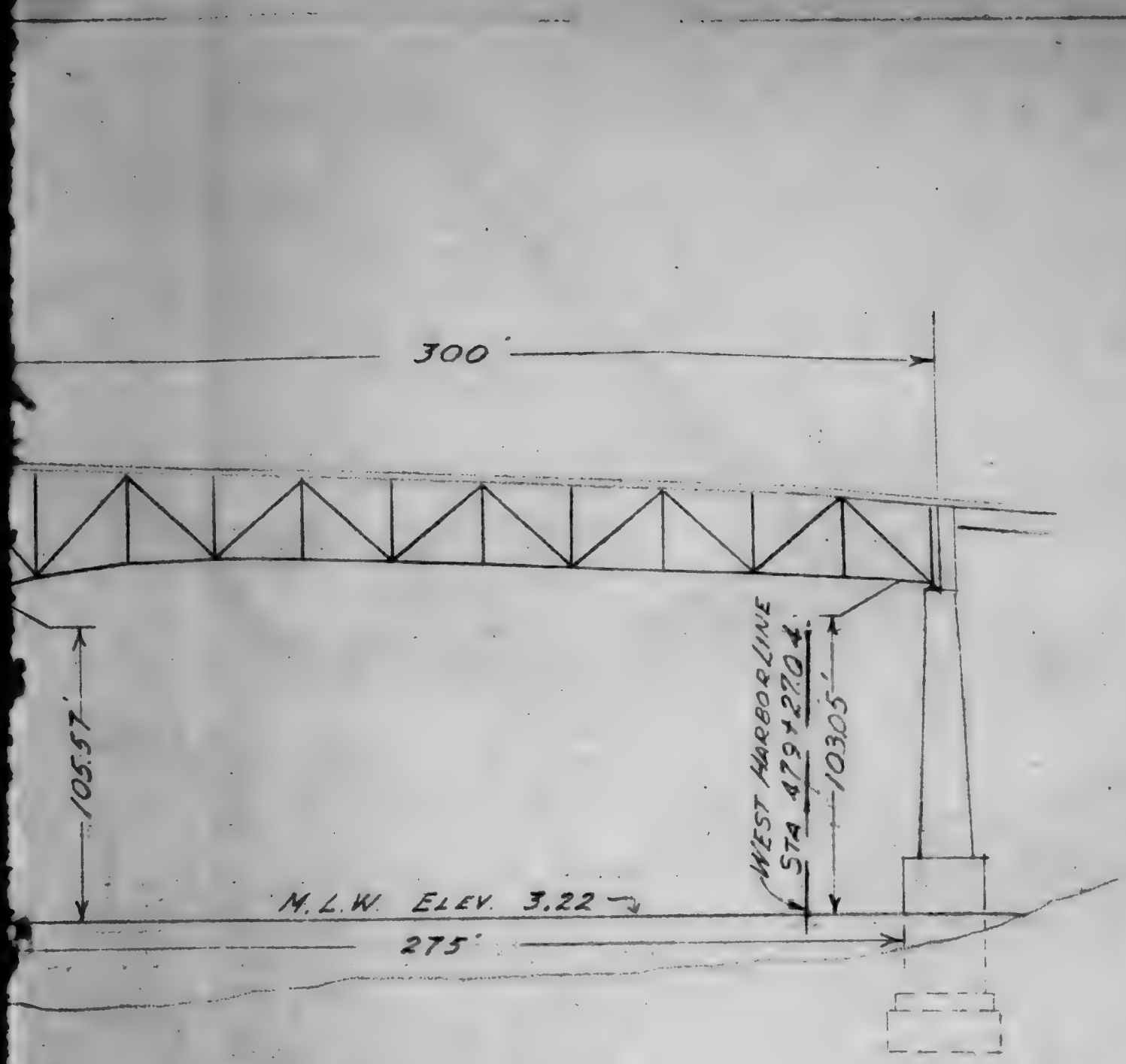


ELEVATION
SCALE 1" = 50'-0"



MARQUAM BRIDG
130' CLEAR ABOV

MARCH 19, 1959



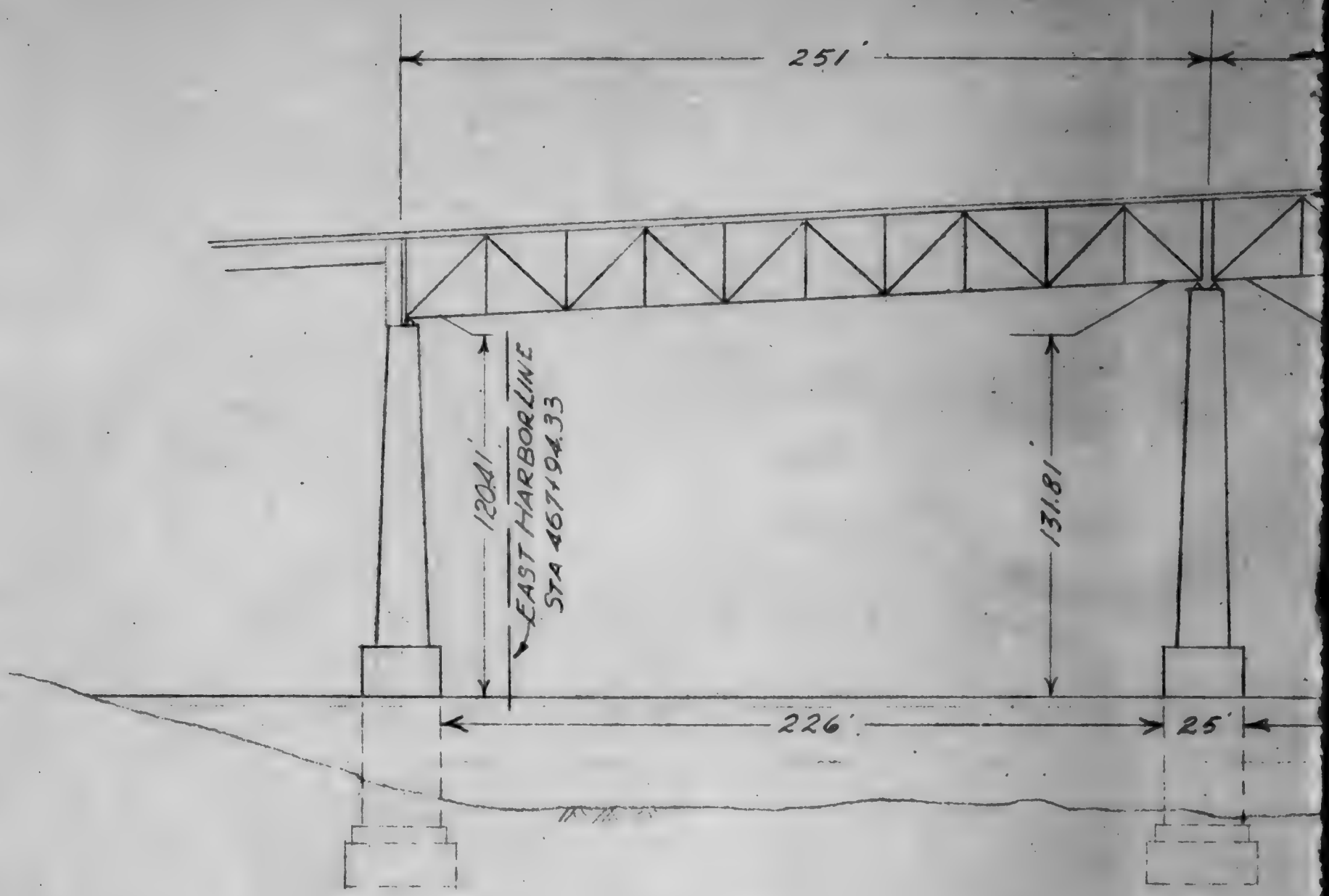
MARQUAM BRIDGE STUDY

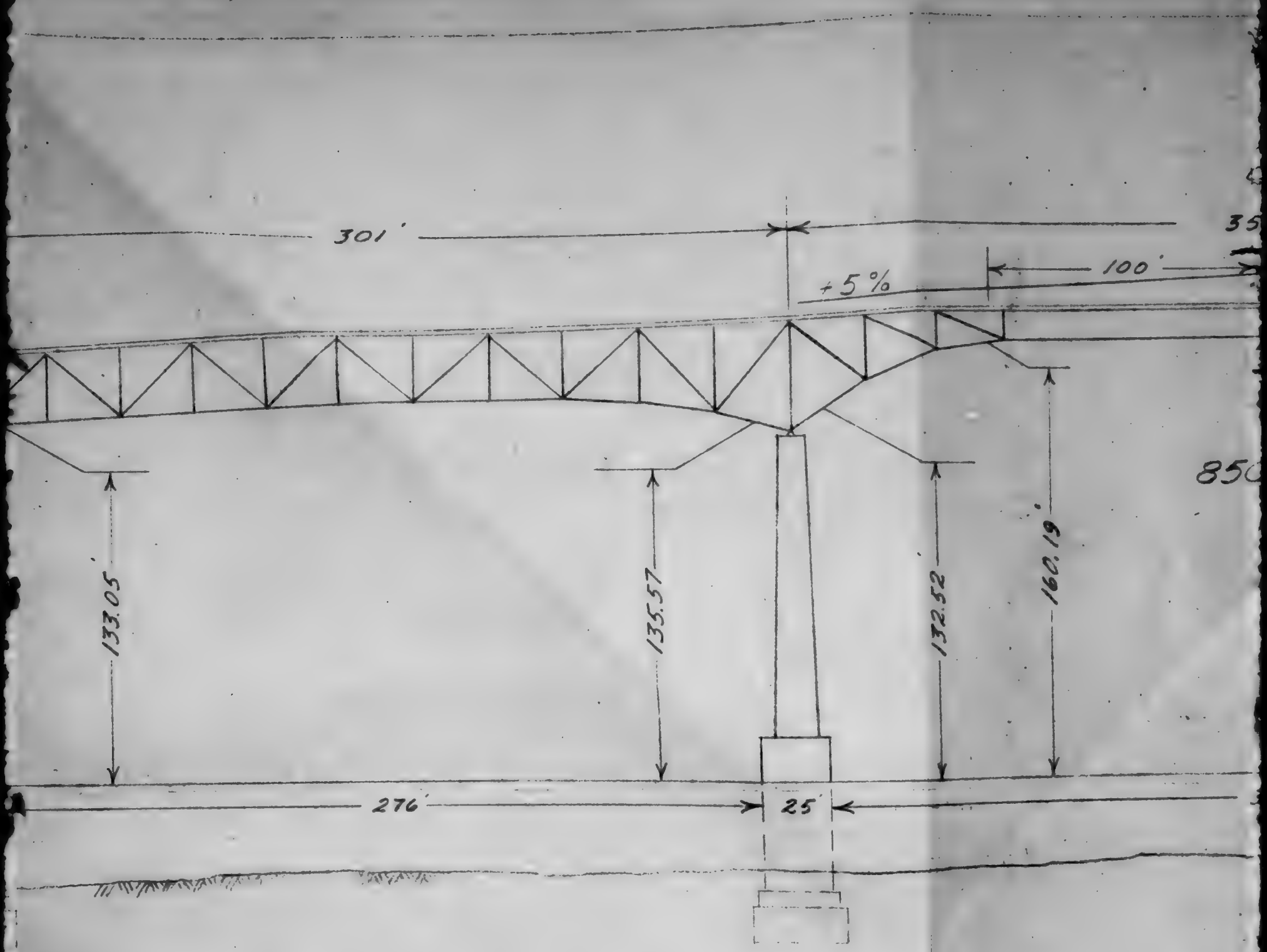
130' CLEAR ABOVE M.L.W.

MARCH 19, 1959

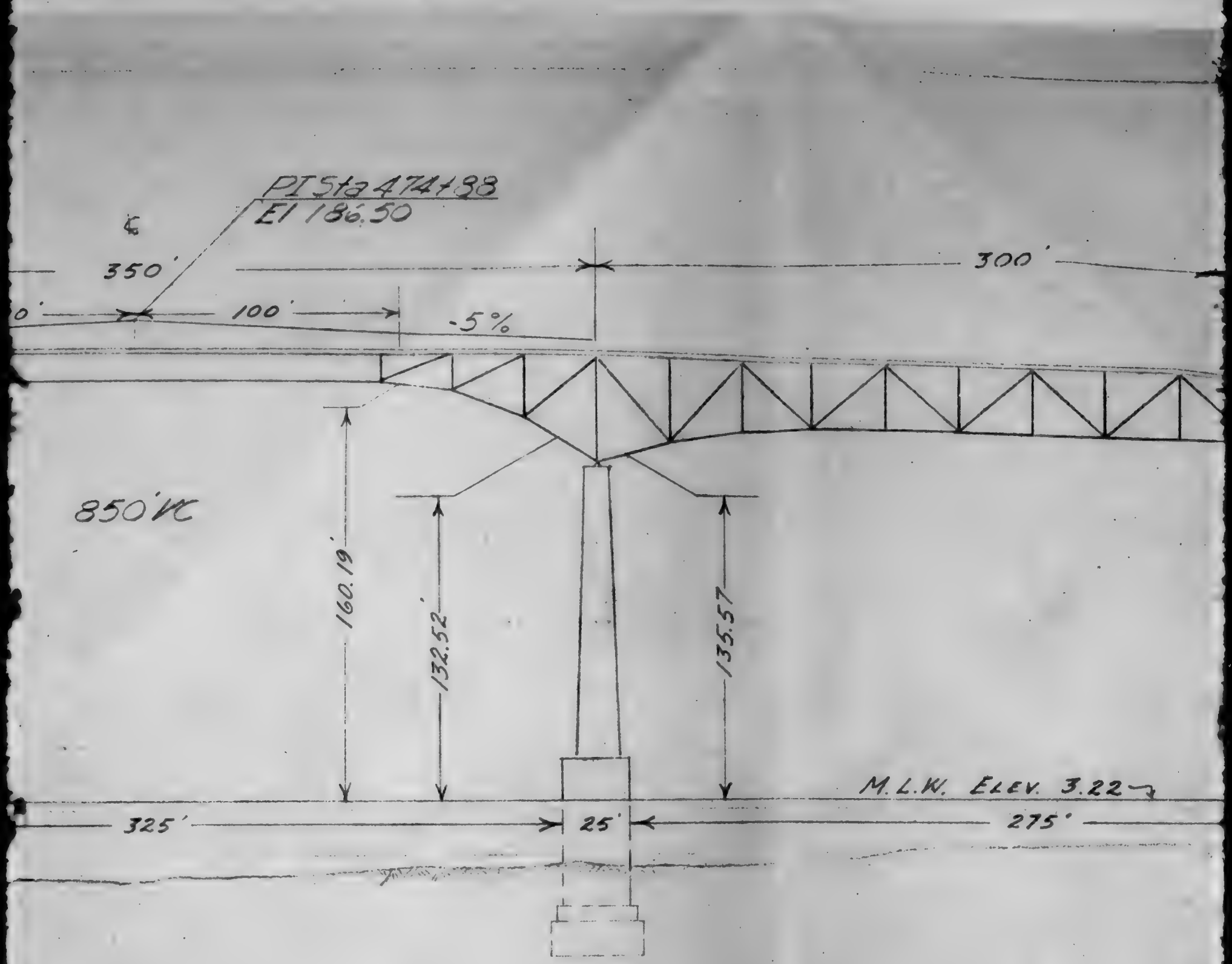
BRIDGE # 8328

FIG. 3 B


251'
120.41'
EAST HARBOR LINE
STA 467+94.33
131.81'
226'
25'

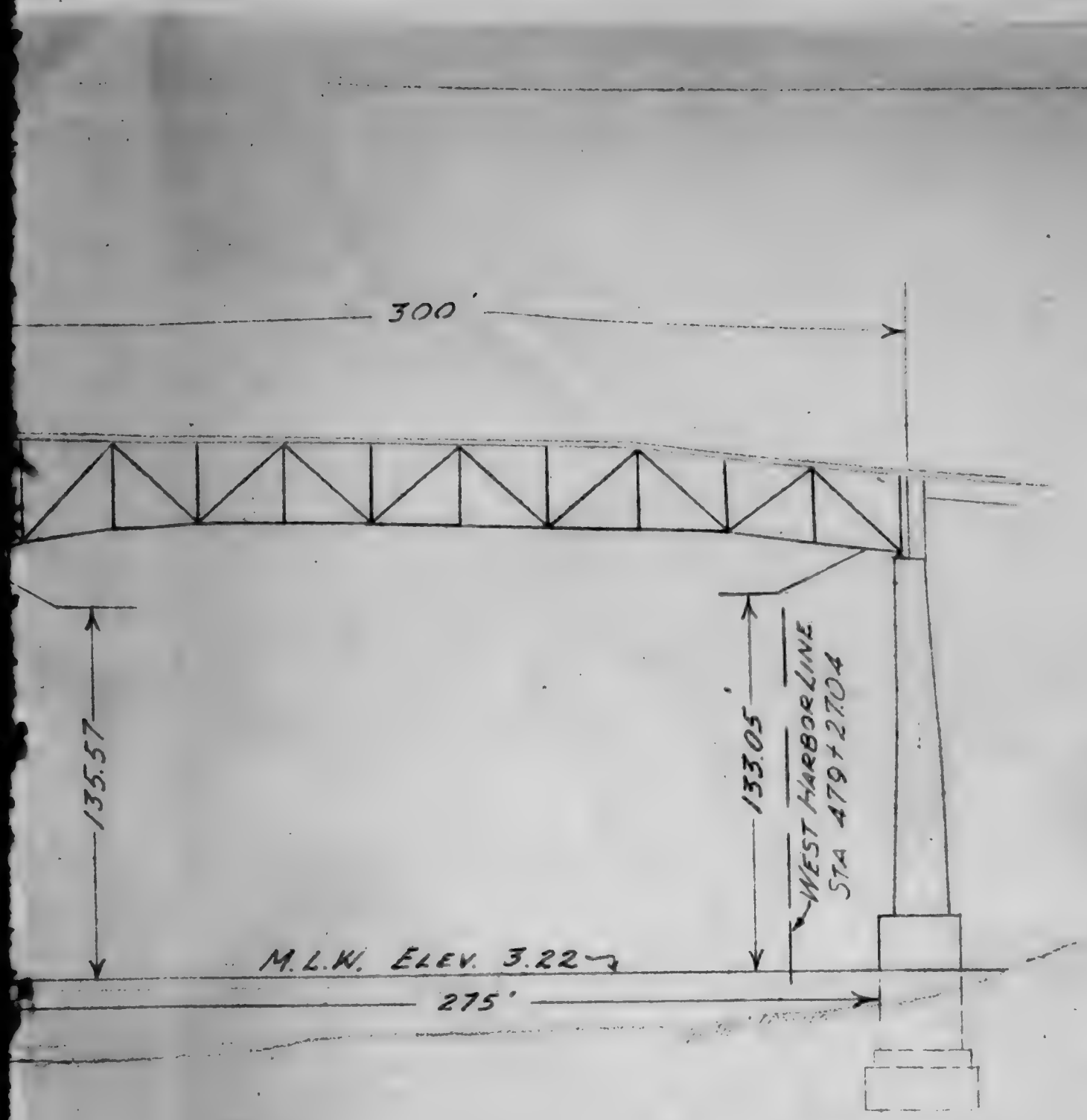


ELEVATION
SCALE 1" = 50'-0"



MARQUAM BRIDGE
160' CLEAR ABOVE

MARCH 19, 1959



MARQUAM BRIDGE STUDY

160' CLEAR ABOVE M.L.W.

MARCH 19, 1959 BRIDGE #8328

FIG. 3 C

LAND USE BACKGROUND

LAND USE BACKGROUND

Figure 4 is an aerial view of the vicinity near the site of the proposed Marquam Bridge.

The Zidell Machinery & Supply Company (hereinafter referred to as Zidell's) situated on the west bank of the Willamette River and upstream from the Marquam Bridge, is the only firm at present which utilizes docks to the fullest extent; namely docking deep water vessels. Zidell's also have access to SW Moody Avenue on the opposite (west) side of their property. There are other establishments and dock sites upstream which utilize water transportation; however, such transportation is limited to tugboats and other ordinary river traffic.

Zidell's waterfront operations involve towing vessels up the river to their dock site where they are dismantled and otherwise scrapped. This scrap material is then loaded onto offshore vessels for shipment to market.

It is understood that Zidell's and Crown-Zellerbach Paper Company have jointly acquired a site downstream from the broadway Bridge. This location is on the west side of the river opposite the center of Swan Island. The water immediately off-shore from this site has been dredged out to a considerable depth. It is not known definitely whether or not Zidell's plan to move their operations to this point, but it seems apparent that they will.

The other private firms in this area which have plans to utilize water transportation include the Portland General Electric Company, the Georgia-Pacific Company, the Commercial Iron Works and the Pacific Building Materials Company, a subsidiary of the Kaiser Corporation.

The Portland General Electric Company has a steam-electric generating station (Station L) on the east side of the Willamette River just downstream from the proposed Marquam Bridge. At present, Station L is used primarily as a facility for peak loads; however, it could be used for continuous power genera-

AERIAL VIEW OF THE

MARQUAM BRIDGE VICINITY

AERIAL VIEW OF THE MARQUAM BRIDGE



Figure 4

VIEW OF THE MARQUAM BRIDGE VICI' 'TY

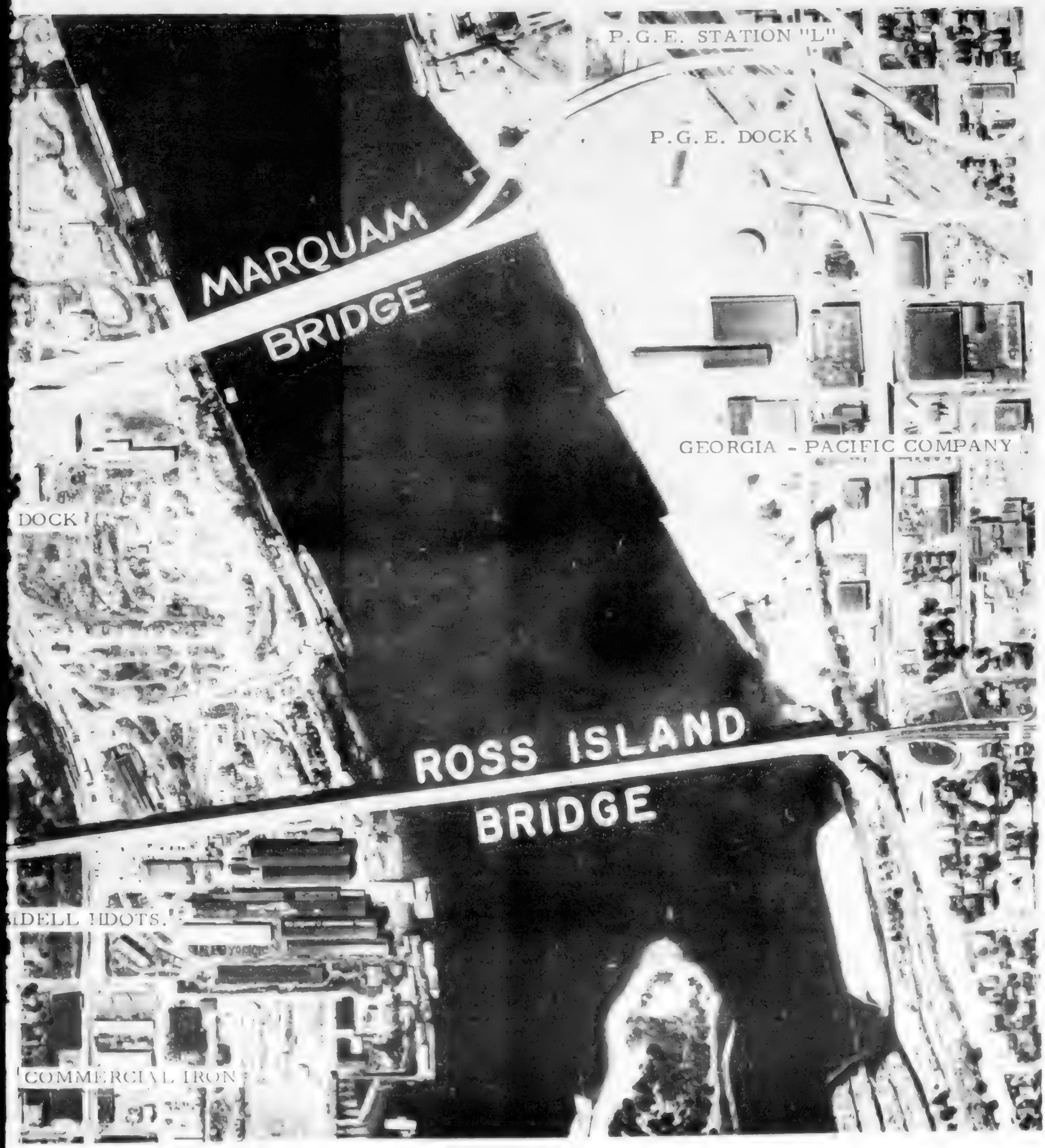


Figure 4

tion if necessary. The present operations depend on hog fuel for power, and if the station were used to generate power on a full-time basis, fuel oil would be necessary.

About seven years ago, this company purchased additional property in this area to erect a tank farm for oil storage and to enlarge their Station L. Thus far, one, 100,000 barrel storage tank has been installed, and they plan to install four more similar tanks.

Oil for this tank farm is transported by ships to a dock just below the site of the proposed Marquam Bridge. The area around this dock has been dredged sufficiently to accommodate off-shore tankers. Based on the estimated annual consumption of Station L (1,000,000 bbl.) if it became necessary to operate Station L on fuel oil and with the present capacity of the storage farm (100,000 bbl.), a total of ten ships per year could be expected at this dock. Thus far, only one vessel has docked here. This was the S.S. W. H. Berg, drawing approximately 28 feet of water and requiring 113 feet of vertical clearance when empty. This vessel went aground twice in the Portland Harbor at that time.

While this dock is below the site in question, it nevertheless is so close to the proposed structure that off-shore vessels would be hampered somewhat in using the dock. It seems that a loaded ship would have no difficulty coming into the dock, but after emptying it's cargo it becomes very buoyant and difficult to maneuver. The only way to move the empty ship away from the dock is to turn it around in the existing deep water turning basin. The buoyancy of the ship, coupled with the restricted turning area, would probably make it impossible to move the ship away from the dock without hitting the proposed bridge. It is physically possible to move this dock to a new location downstream and thus eliminate this conflict.

Also, on the east side of the river between the proposed Marquam Bridge and the Ross Island Bridge is the Georgia-Pacific Company. It is understood that this firm recently acquired a dock upstream and immediately adjacent to the Port-

land General Electric Company. It is not known what type of use will be made of this dock.

The Commercial Iron Works is located on the west side of the river just upstream from the Ross Island Bridge. The deep water turning basin in front of this property was used during World War II to launch ships. At present, it is not being used in any manner by off-shore vessels and no future use is contemplated.

The Pacific Building Materials Company, situated on the west side of the river immediately upstream from the Commercial Iron Works, utilizes water transportation; however, their operations at this point involve barge traffic only. No off-shore vessels are contemplated in the foreseeable future.

The F. C. Act of June 28, 1938, and the R. & H. Act of March 2, 1945 provided for the construction of a new single lift main lock and a guard lock to replace the existing facilities on the west side of Crown Zellerbach Corporation at Willamette Falls (near Oregon City). This project was never undertaken. When and if it is completed, the clear width of the locks will be increased from 37 to 56 feet, and instead of four locks with maximum lengths of 175 each, there will be one main lock, 400 feet in length. These larger dimensions would, of course, accommodate larger vessels. The fact that the river channel depth from Willamette Falls to the Ross Island Bridge is only eight feet precludes the possibility of these lock improvements generating off-shore ship traffic upstream this far.

WILLAMETTE RIVER HYDROLOGY DATA

The curve shown in Figure 5 reveals the percent of time the water level at the site of the proposed Marquam Bridge is at or below a certain elevation. Water level elevations are based on the Portland Datum which gives mean low water as elevation 3.22. This elevation is equal to the Corps of Engineers elevation zero, and it is some 1.5 feet above mean sea level as established by the Coast and Geodetic Survey.

Shipping movements are not feasible when the water level equals or exceeds flood stage (elevation 21.0) because of wave action against and over the harbor walls in this area. From Figure 5 it can be seen that flood stage prevails about seven percent of the time. During a typical year, the duration of flood is 18 consecutive days and, based on the 10-year period 1947-1956, flood stage occurs on the average of 1.7 times a year, generally during the months of May and June.

The lowest water level of record occurred December 8, 1890 when the river dropped to elevation 1.0. The two highest levels occurred during the floods of June 14, 1948, and June 7, 1894, when the river reached elevations 33.0 and 36.2, respectively.

In view of these facts, elevation 21.0 was used to determine the maximum height vessels that could operate beneath the proposed Marquam Bridge at all times, excepting during flood periods.

WATER ELEVATIONS

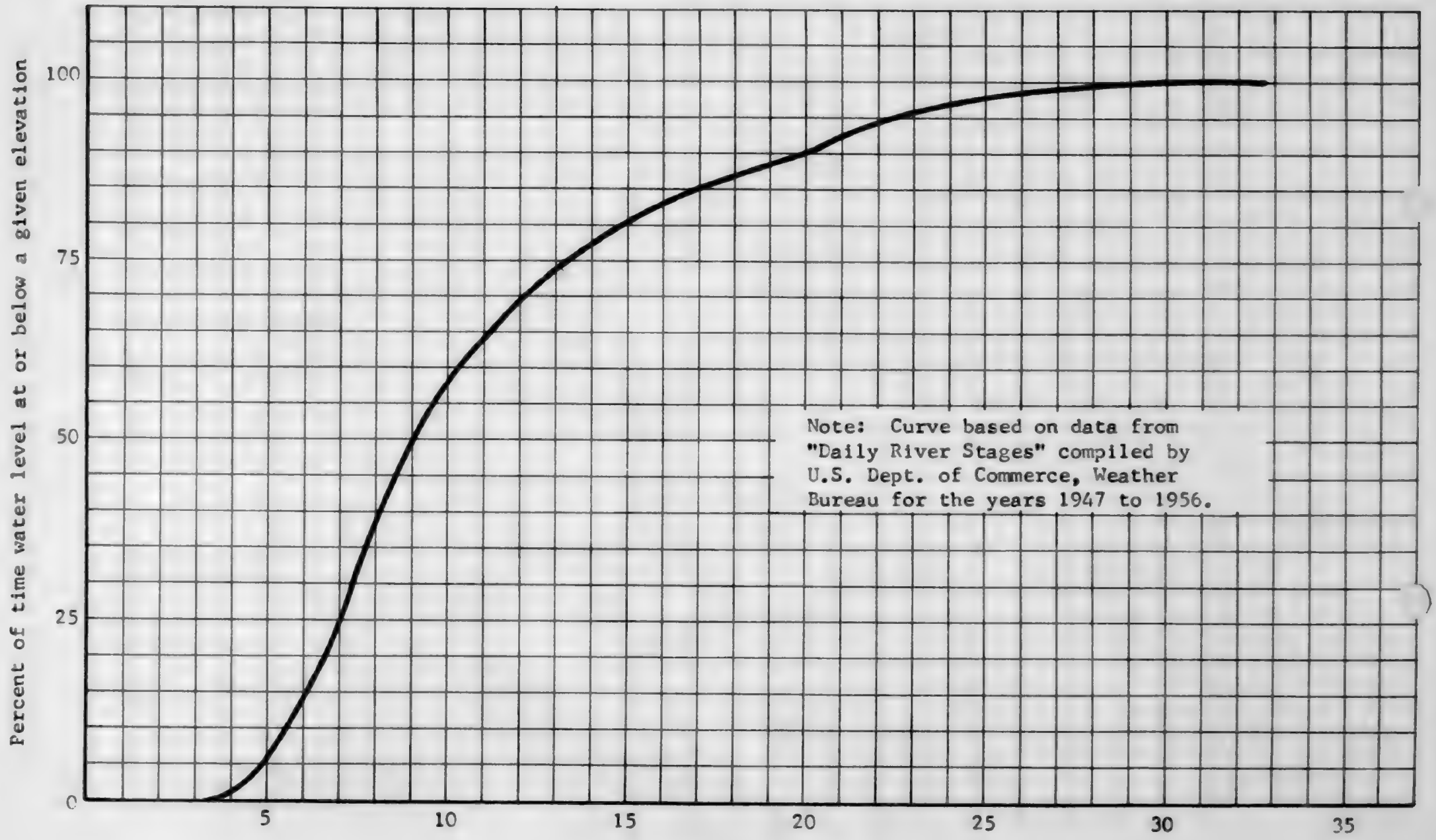


Figure 5

WATER TRANSPORTATION DATA

Determination of the shipping movements past the site of the proposed Marquam Bridge and the carrying capacity of each ship during the recent past was accomplished by examining the records of such movements in the Portland Office of the Corps of Engineers, and through contact with various shipping companies. Through the cooperation of a representative of the US Salvage Association and personnel of various shipping companies, the maximum height (when empty) of each of these vessels was established. A complete list of these vessels and their characteristics is included in Appendix A.

As previously mentioned, it is not feasible to operate ships when the water level equals or exceeds elevation 21.0. By adding an allowance for safety in passage (0.7 feet) and deducting this elevation (21.7) from the elevation of low steel on the different bridges, it was possible to determine the allowable shiping height for each level bridge. This information is shown in Table II.

TABLE II

ALLOWABLE SHIPPING HEIGHTS

Clearance Above Mean Low Water	96.5'	130'	160'
Elevation of Low Steel	99.7	133.2	163.2
Elevation of Flood Stage +0.7'	21.7	21.7	21.7
Allowable Shipping Height	78.0	111.5	141.5

This tabulation shows that vessels 78 feet and under (as measured from the waterline would not be affected by the lowest level bridge. Examples of ships 78 feet and under are pile drivers which require 70 to 73 feet of clearance, tugboats which generally demand 30 to 50 feet, and certain off-shore vessels. Ships over 141.5 feet in height would not be affected by the highest level bridge to any greater degree than they would by the Hawthorne Bridge downstream which pro-

vides a maximum clearance of 160 feet above mean low water.

Table III is a record of the number of vessels which have made round trips past the site of the proposed structure during the past four years. All of these ships loaded scrap metal at Zidell's dock.

TABLE III

RECORD OF VESSELS PASSING THE SITE OF THE PROPOSED MARQUAM BRIDGE

Year	Approximate Vessel Height (When Empty)				
	0 to 78'	79' to 111'	112' to 141'	142' & Over	Total
1955	5	1	0	1	7
1956	12	2	0	0	14
1957	5	3	0	0	8
1958	3	3	0	0	6

This tabulation shows that from two to three ships over 78 feet in height dock at Zidell's each year. Based on this record, and allowing for possible expansion, it would be reasonable to expect a total of five ships between 79 and 111 feet in height in a typical future year. Further, no ships between 112 feet and 141 feet in height are expected.

Scrap metal is the only product shipped by Zidell's. The tonnage transported during the past four years by ships in various height categories is presented in Table IV:

TABLE IV

RECORD OF CARGO TONNAGE

Year	Approximate Vessel Height (When Empty)				
	0 to 78'	79' to 111'	112' to 141'	142' & Over	Total
1955	37,840	11,200	0	6,400	55,440
1956	78,000	20,770	0	0	98,770
1957	36,000	28,800	0	0	64,800
1958	22,800	24,510	0	0	47,310

The data in Table IV are based on the maximum scrap metal carrying capacity of the holds of the ships recorded in Table III. Based on this record, and allowing for expansion, it would be reasonable to expect an annual tonnage export of 45,000 tons during a typical future year by ships 79 to 111 feet in height.

Table V is a record of the number of vessels that were towed into Zidell's dock to be scrapped during the past four years.

TABLE V

RECORD OF VESSELS TOWED PAST THE SITE OF THE PROPOSED MARQUAM BRIDGE

Year	Approximate Vessel Height (When Empty)				
	0 to 78'	79' to 111'	112' to 141'	142' & Over	Total
1955	0	0	0	1	1
1956	0	1	0	0	1
1957	0	2	0	0	2
1958	3	0	0	0	3

Records show that the ship scrapped in 1955 was the 150-foot high General Meigs. Before this ship was towed into the Zidell docks, the mast and superstructure were dismantled downstream. The masts on these ships generally are about 100 feet high and the upper 50 feet can be dismantled relatively easy. It is more difficult to tear down the superstructure; however, as in the case of the General Meigs, it can be done with some extra equipment. By dismantling the masts downstream, nearly all ships towed into Zidell's for scrapping would be able to pass under the 96.5 foot level Marquam Bridge. The additional expense involved in dismantling the superstructures of the exceptions would not be large enough to include in this analysis.

COST ANALYSIS

COST ANALYSIS

In considering the factors involved in determining the most economical bridge clearance, it is necessary to weight the added costs to bridge and land transportation interests against the added cost to navigation interests for various clearances. The clearance at which added bridge and land transportation costs equal the added costs to navigation interests is of some importance, but the significant clearance height is the one which results in the least aggregate added cost. This is significant because it represents the least cost to the public, who in the last analysis, bears the cost of all surface transportation.

Bridge and Land Transportation Costs:

The costs to bridge and land transportation interests consist of construction costs and vehicular costs of highway users. Construction costs include the cost of the bridge structure, while vehicular costs, in this analysis, represent the cost to the motorist of negotiating the vertical curvature.

Construction cost estimates for three different clearances were developed (See Appendix C) and vehicular lift costs were computed for these same clearances (See Appendix D). The pertinent values were then tabulated as shown in Table VI.

TABLE VI

BRIDGE AND LAND TRANSPORTATION COSTS

Clearance (feet)	First Costs ($) Bridge 1/	Annual Bridge Cost ($) 2/	Annual Vehicular Lift Cost ($)	Total Annual Cost ($)
96.5	12,668,000	492,785	116,000	608,785
130	14,242,000	554,014	151,000	705,014
160	17,513,000	681,256	213,500	894,756

The bridge construction costs are based on a six-lane roadway at the 96.5-foot clearance level, an eight-lane roadway at the 130-foot level and a ten-lane

1/ Net cost plus 18% for engineering and contingencies.
2/ Amortization based on a 50-year life at 3% interest.

roadway at the 160-foot level. The annual bridge cost plus the annual vehicular lift cost represent the total annual bridge and land transportation costs.

The grade line providing the 96.5 feet of clearance is the lowest practical line because of proposed interchanges at both ends of this structure and other geometric design considerations. Because of this, there are no added costs to bridge and land transportation interests at this level. In other words, added costs begin to accumulate at this level and are accumulative as the clearance height increases.

Navigation Costs:

When certain vessel trips to and from a dock are restricted by reason of reduced clearances, it is necessary to rely on other forms of water transportation to transport the commodities from the dock to the point where the vessel can dock. This operation represents an added cost to navigation interests.

In the case in point, those vessels which would be unable to reach Zidell's dock would have to dock downstream. In order to transport the scrap metal from Zidell's to these vessels for loading, the following operations would be required:

1. Load scrap metal onto barges at Zidell's dock with a dock crane. This would be accomplished by first loading the scrap metal into 10-ton containers called "skips" and then lifting the skips onto the barge. Fifteen skips are used at present in loading ships at Zidell's dock. If barges were used, it would require 70 skips to contain one 700-ton barge load of scrap metal. The dead weight of the 70 skips would amount to 245 tons, thus a barge capacity of 950 to 1,000 tons would be required.
2. Push barges downstream to the Waterway's dock (just below the Steel Bridge).
3. Load scrap metal onto ship with a floating crane.

Operation Number 3 would not be an added cost because it is performed at the present time in the course of loading ships at Zidell's. The other two operations do, however, represent added costs.

In the development of added navigation costs, a unit cost for the movement of 700 tons of scrap metal was determined, and this value was then used to fix the added costs to load 45,000 tons, the estimated annual tonnage that will be exported by ships 79 to 111 feet in height.

The time involved in one barge round trip was developed as follows:

Item	Time (Hours)
Loading time (onto barge) 1/	6
Round trip barge travel time (4 miles @ 4 MPH) 2/	1
Loading time (onto ship) 1/	6
Total	13

The following tabulation outlines the procedures used in determining a unit cost for one barge round trip. It was assumed that only one barge round trip per day would be made, and that the empty skips would be left on the barge overnight.

Cost of loading barge: 3/

Crane	$10.00 per hr.	
Crane Operator	6.00 per hr.	
Crane Signalman	4.69 per hr.	
Four Longshoreman	11.84 per hr.	
Sub-total	$32.53	
Misc.	2.47	
Total	$35.00 per hr. x 6 hr. =	$210.00
Additional skips 4/		16.00
Cost of barge rental @ $75.00 per day 5/		75.00
Cost of tug @ $100.00 each way 1/		200.00
Cost of Dock rental at Waterways Terminal @ $52.50 per day 6/		52.50
Sub-total		$553.50
Contingencies		46.50
Total		$600.00

1/ Estimated by Willamette Tug and Barge Company
2/ Estimated by U. S. Salvage Association
3/ Based on information furnished by Commission of Public Works
4/ See Appendix A
5/ Based on information furnished by Willamette Tug and Barge Company
6/ Estimated by the Commission of Public Docks.

The unit value of $600.00 represents the added cost to Zidell for shipment of 700 tons of scrap metal. Applying this cost value to the estimated 45,000 tons of scrap metal to be exported in a future typical year by ships 79 to 111 feet in height, a value of $38,600 results. There would be no added costs for scrap metal moved by ships in the 112 to 141 foot category because no ships within this height range are expected.

Table VII protrays the added annual costs for bridge and land transportation interests and navigation interests.

TABLE VII

ANNUAL ADDED COSTS ($)

Clearance (feet)	Bridge & Land Transportation Interests	Navigation Interests	Total Annual Added Costs
96.5	$ 0	$38,600	$ 38,600
130	96,229	0	96,229
160	285,971	0	285,971

The annual added costs shown in Table VII were used to develop the added cost curves in Figure 6. Since the bridge and land transportation costs increase and navigation costs decrease with increasing bridge heights, the two curves tend to cross and in this case intersect at the point representing a clearance of 105 feet above mean low water. This means that the added costs to the bridge and land transportation interests would equal the added costs to navigation interests at this clearance. As mentioned previously herein, this point is of some interest, but it does not represent the most economical clearance height. The most economical clearance height is that one which provides the least aggregate cost, and it can be seen from Table VII and Figure 6 that any clearance greater than 96.5 feet would not be in the best interests of the general economy.

ADDED COST CURVES

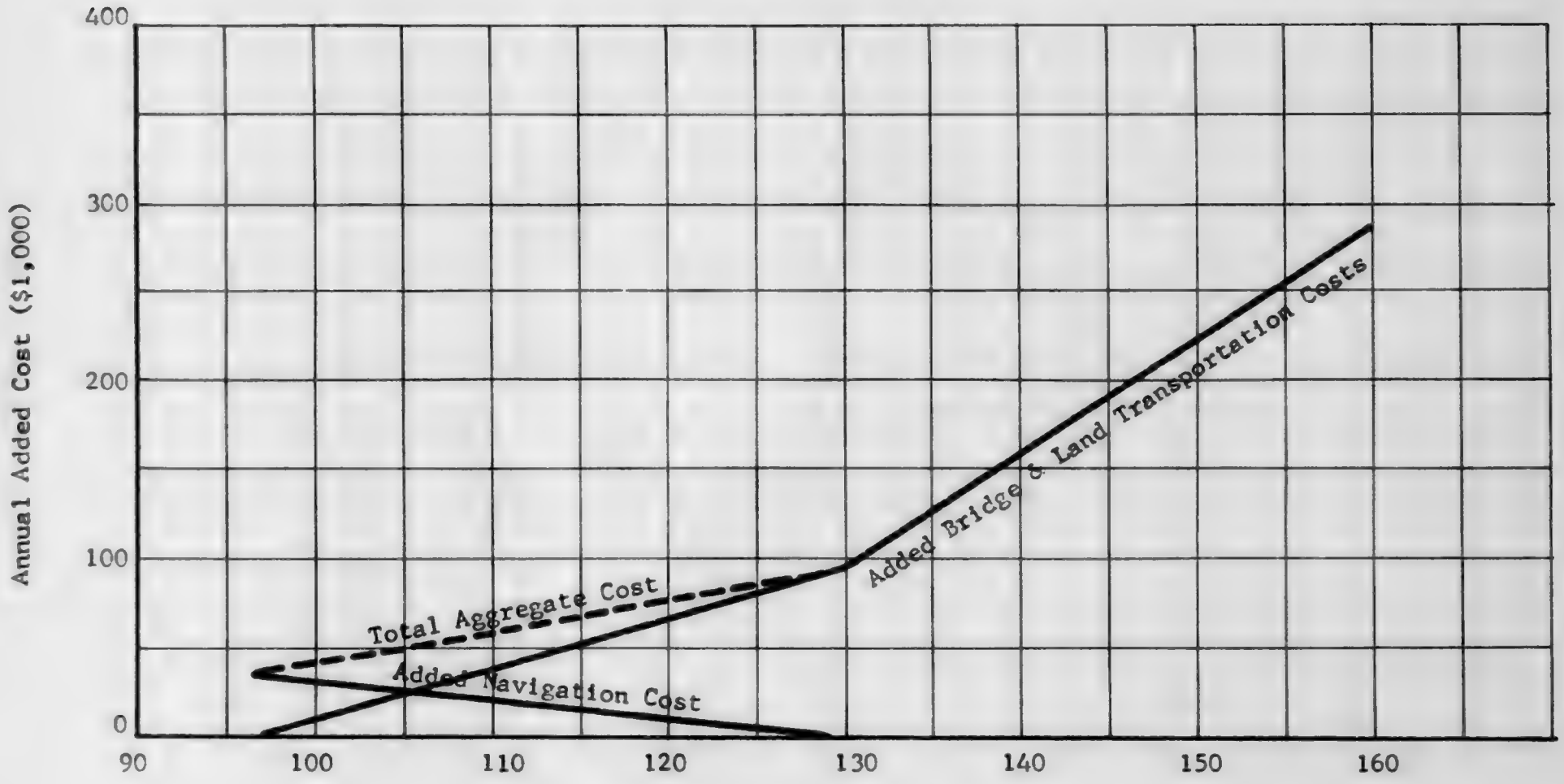


Figure 6

S U M M A R Y

SUMMARY

The results of this economic analysis are based on the present and future needs of navigation and land transportation. Based on these findings, it is respectfully requested that the Chief of Engineers and the Secretary of the Army give the Oregon State Highway Commission permission to construct the Marquam Bridge at the location described herein and at a level which provides 96.5 feet of vertical clearance above mean low water.

APPENDICES

APPENDIX A

NAVIGATION DATA

DATA REGARDING SHIPS LOADING AT ZIDELL DOCKS DURING
1955, 1956, 1957, 1958

Date Docked			Vessel Name	Registry	Empty Vessel Height (Above Water Line)	Capacity	
Year	Month	Day				Tons of Scrap Metal Cargo	Adjusted 1/ Tons of Scrap Metal Cargo
1955	July	12	Myrto	Hond. SS	74'	9,500	7,600
		22	Pacific Explorer	USA SS	74'	9,500	7,600
	August	8	General W. M. Wiegel	USA SS	150'	8,000	6,400
		8	Marine Lynx	USA SS	100'	14,000	11,200
	September	7	Stork	Pan. SS	74'	9,500	7,600
	October	13	Usa Maru	Jap. MS	78'	9,000	7,200
	November	30	Arietta	Gr. SS	76'	9,800	7,840
1956	January	10	Katherine	Pan. SS	74'	9,500	7,600
		20	Marine Lynx	USA SS	100'	14,000	11,200
		31	Santa Venetia	USA SS	74'	9,500	7,600
	April	21	Sapho	Lib. SS	74'	9,500	7,600
	July	12	Union Builder	China MS	65'	5,000	4,000
		19	World Legion	Lib. SS	74'	9,500	7,600
		22	Pacific Explorer	USA SS	74'	9,500	7,600
		29	Coral Stone	Pan. SS	74'	9,500	7,600
	September	1	Union Builder	China MS	65'	5,000	4,000
	October	30	W. H. Peabody	USA SS	90'	11,760	9,570
	November	8	Bellis	Nor. MS	72'	9,000	7,200
		17	Kent County	Nor. SS	74'	9,500	7,600
	December	8	Breim	Nor. MS	75'	7,000	5,600
		17	Union Star	China MS	65'	5,000	4,000
1957	January	16	Transatlantic	USA SS	93' (est.)	12,000 (est.)	9,600 (est.)
	February	5	Pacific Bear	USA SS	93'	12,000 (est.)	9,600 (est.)
		17	Streatham Hill	Br. SS	74'	9,500	7,600
	March	15	Mount Athos	Gr. SS	74'	9,500	7,600
	April	16	Educator	Lib. SS	74'	9,500	7,600
	May	17	Georgel	Lib. SS	74'	9,500	7,600
	June	15	White Star	Lib. SS	93' (est.)	12,000 (est.)	9,600 (est.)
	November	21	Stylehurst	Br. MS	65'	7,000	5,600

DATA REGARDING SHIPS LOADING AT ZIDELL DOCKS DURING
1955, 1956, 1957, 1958
(Continued)

Date Docked						Capacity	
Year	Month	Day	Vessel Name	Registry	Empty Vessel Height (Above Water Line)	Tons of Scrap Metal Cargo	Adjusted 1/ Tons of Scrap Metal Cargo
1958	January	3	Argobec	Br. SS	74'	9,500	7,600
	March	27	Theokeeter	Lib. SS	74'	9,500	7,600
	July	8	Ellen Bakke	Nor. MS	111'	10,640	8,510
		9	Kamo Maru	Jap. MS	80'	10,000 (est.)	8,000 (est.)
	August	23	Kamo Maru	Jap. MS	80'	10,000	8,000
	December	3	James Monroe	Lib. SS	74'	9,500	7,600

1/ Ships capacity reduced 20% because scrap metal must be stowed in ships hold, which contains 80% of ships total capacity.

DATA REGARDING SHIPS SCRAPPED AT ZIDELL DOCKS DURING
1955, 1956, 1957, 1958

Year	Month	Day	Vessel Name	Empty Vessel Height (Above Water Line)
1955			General Meigs	150'-
1956			Marine Lynx	100'-
1957			Louis A. Milne	93'- (est.)
			Chateau Thierry	93'- (est.)
1958			Champ Clark	74'
			Wm. P. Fessenden	74'
			Jos. Reynolds	74'

COST ESTIMATE FOR ADDITIONAL SKIPS

Life of Skip	10 Years
First cost of 55 skips	$ 25,000
Salvage value of 55 skips	$ 17,000
10-Year Cost of 55 skips	$ 8,000
Annual cost of 55 skips 1/	$ 1,000
Annual tons shipped	45,000
Tons per barge	700
Annual barge trips	64
Cost per barge trip $1,000/64 =	$ 16

1/ 10-Year amoritzation period @ 3% interest.

APPENDIX B

MARQUAM BRIDGE CAPACITY COMPUTATIONS

COST ESTIMATE FOR ADDITIONAL SKIPS

Life of Skip	10 Years
First cost of 55 skips	$ 25,000
Salvage value of 55 skips	$ 17,000
10-Year Cost of 55 skips	$ 8,000
Annual cost of 55 skips 1/	$ 1,000
Annual tons shipped	45,000
Tons per barge	700
Annual barge trips	64
Cost per barge trip $1,000/64 =	$ 16

1/ 10-Year amoritzation period @ 3% interest.

APPENDIX B

MARQUAM BRIDGE CAPACITY COMPUTATIONS

MARQUAM BRIDGE CAPACITY COMPUTATIONS

96.5' Clearance Eastbound

	From Sunset	From Baldock
1. Truck adjustment		
Grade (approaches & bridge) & lengths	800' @ 2% 850' @ 4%	700' @ 2% 1,400' @ 4%
Wt. of trucks	30,000 lbs.	30,000 lbs.
Speed (Fig. 20 - Hwy. Capacity Manual)	28 MPH	23 MPH
Average Speed	25.5 MPH	
Pass. Car Equivalent (In Fig. 6, p. 23 HRB 167)	8	

2.

1975 DHV	Pass. Cars	Trucks (Pass. Car Equiv.)	Total Equivalent Pass. Cars
W_1 = 560	= 532	28 x 8 = 224	756
W_2 = 560	= 532	28 x 8 = 224	756
F_1 = 1,120	= 1,064	56 x 8 = 448	1,512
F_2 = 2,380	= 2,261	119 x 8 = 952	3,213

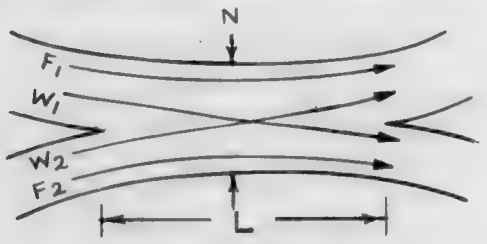
3. DHV for $W_1 + W_2$ = 1,512

4. Area (Urban) Use 30 MPH Curve in Fig. 1, p. 39, HRB 167

5. Weave length required = 400'

6. Weave length furnished = 1,620'

7. No. lanes one direction



N = Number of lanes.
W_1 = V.P.H. in the larger weaving movement.
W_2 = V.P.H. in the smaller weaving movement.
F_1 & F_2 = V.P.H. in outer flows.
L = Length of weaving section in feet.

$$(3) = \frac{W_1 + \left[\frac{2\,(400)}{1,620} + 1\right] W_2 + F_1 + F_2}{C}$$

$$3 = \frac{756 + \left[\frac{800}{1,620} + 1\right] 756 + 1,512 + 3,213}{C}$$

$$3 = \frac{6,607}{C}$$

C = 2,202 or 2,200 VPH/Lane

MARQUAM BRIDGE CAPACITY COMPUTATIONS

96.5' Clearance Westbound

	From Eastbank	From Mt. Hood
1. Truck adjustment		
Grade (approaches & bridges) & lengths	4,500' @ 2%	700' @ 3% 900' @ 2%
Wt. of trucks	30,000 lbs.	30,000 lbs.
Speed (Fig. 20 - Hwy. Capacity Manual)	29 MPH	33 MPH
Average Speed	31 MPH	
Pass. Car Equivalent	4	

2.

1975 DHV	Pass. Cars	Trucks (Pass. Car Equiv.)	Total Equivalent Pass. Cars
W_1 = 560	= 532	28 x 4 = 112	644
W_2 = 560	= 532	28 x 4 = 112	644
F_1 = 1,120	= 1,064	56 x 4 = 224	1,288
F_2 = 2,380	= 2,261	119 x 4 = 476	2,737

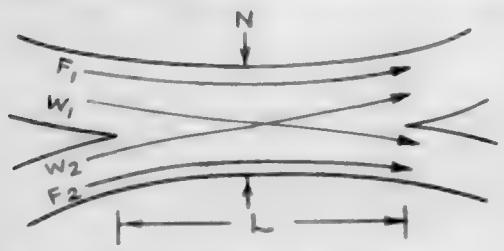
3. DHV for $W_1 + W_2$ = 1,288

4. Area (Urban) Use 30 MPH curve in Fig. 1, p. 39, HRB 167

5. Weave length required = 300'

6. Weave length furnished = 1,600'

7. No. lanes one direction



N = Number of lanes.
W_1 = V.P.H. in the larger weaving movement.
W_2 = V.P.H. in the smaller weaving movement.
F_1 & F_2 = V.P.H. in outer flows.
L = Length of weaving section in feet.

$$(3) = \frac{W_1 + \left[\frac{2\,(300)}{1,600} + 1\right] W_2 + F_1 + F_2}{C}$$

$$3 = \frac{644 + \left[\frac{600}{1,600} + 1\right] 644 + 1,288 + 2,737}{C}$$

$$3 = \frac{5,554}{C}$$

$$C = \frac{5,554}{3}$$

C = 1,851 or 1850 VPH/Lane

MARQUAM BRIDGE CAPACITY COMPUTATIONS

130' Clearance Eastbound

	From Sunset	From Baldock
1. Truck adjustment		
Grade (approaches & bridge) & lengths	900' @ 3.9%	1,150' @ 3.3%
	700' @ 5%	1,050' @ 5%
Wt. of trucks	30,000 lbs.	30,000 lbs.
Speed (Fig. 20 - Hwy. Capacity Manual)	20 MPH	17 MPH
Average Speed	18.5 MPH	
Pass. Car Equivalent	14	

2.

1975 DHV		Pass. Cars		Trucks (Pass. Car Equiv.)		Total Equivalent Pass. Cars
W_1	560	532		28 x 14 = 392		924
W_2	560	532		28 x 14 = 392		924
F_1	1,120	1,064		56 x 14 = 784		1,848
F_2	2,380	2,261		119 x 14 = 1,666		3,927

3. DHV for $W_1 + W_2$ = 1,848

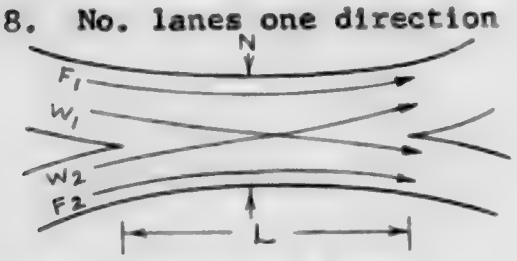
4. Area (Urban) Use 30 MPH curve in Fig. 1, p. 39, HRB 167

5. Weave length required = 550'

6. Weave length furnished = 1,620'

7. Practical Capacity (C) = 2,200 VPH/Lane

8. No. lanes one direction



N = Number of lanes.
W_1 = V.P.H. in the larger weaving movement.
W_2 = V.P.H. in the smaller weaving movement.
F_1 & F_2 = V.P.H. in outer flows.
L = Length of weaving section in feet.

$$(N) = \frac{W_1 + \left[\frac{2\,(550)}{1{,}620} + 1\right] W_2 + F_1 + F_2}{C}$$

$$(N) = \frac{924 + \left[\frac{1{,}100}{1{,}620} + 1\right] 924 + 1{,}848 + 3{,}927}{2{,}200}$$

$$(N) = \frac{8{,}250}{2{,}200}$$

(N) = 3.75 lanes

MARQUAM BRIDGE CAPACITY COMPUTATIONS

130' Clearance Westbound

	From Eastbank	From Mt. Hood
1. Truck adjustment		
Grade (approaches & bridge) & lengths	3,730' @ 2% 770' @ 5%	700' @ 3% 920' @ 5%
Wt. of trucks	30,000 lbs.	30,000 lbs.
Speed (Fig. 20 - Hwy. Capacity Manual)	18 MPH	22 MPH
Average Speed	20 MPH	
Pass. Car Equivalent	13	

2.

1975 DHV		Pass. Cars		Trucks (Pass. Car Equiv.)		Total Equivalent Pass. Cars
W_1	560	532		28 x 13	364	896
W_2	560	532		28 x 13	364	896
F_1	1,120	1,064		56 x 13	728	1,792
F_2	2,380	2,261		119 x 13	1,547	3,808

3. DHV for $W_1 + W_2 = 1,792$

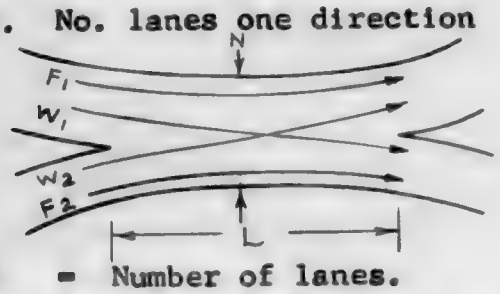
4. Area (Urban) Use 30 MPH curve in Fig. 1, p. 39, HRB 167

5. Weave length required = 500'

6. Weave length furnished = 1,600'

7. Practical Capacity (C) = 1,850 VPH/Lane

8. No. lanes one direction



N = Number of lanes.
W_1 = V.P.H. in the larger weaving movement.
W_2 = V.P.H. in the smaller weaving movement.
F_1 & F_2 = V.P.H. in outer flows.
L = Length of weaving section in feet.

$$(N) = \frac{W_1 + \left[\frac{2\,(500)}{1,600} + 1\right] W_2 + F_1 + F_2}{C}$$

$$N = \frac{896 + \left[\frac{1,000}{1,600} + 1\right] 896 + 1,792 + 3,808}{1,850}$$

$$N = \frac{7,952}{1,850}$$

$N = 4.30$ lanes

MARQUAM BRIDGE CAPACITY COMPUTATIONS

160' Clearance Eastbound

	From Sunset	From Baldock
1. Truck adjustment		
Grade (approaches & bridge) & lengths	1,110' @ 5% 810' @ 5%	2,440' @ 5%
Wt. of trucks	30,000 lbs.	30,000 lbs.
Speed (Fig. 20 - Hwy. Capacity Manual)	16 MPH	14 MPH
Average Speed	15 MPH	
Pass. Car Equivalent	20	

1975 DHV		Pass. Cars		Trucks (Pass. Car Equiv.)		Total Equivalent Pass. Cars
W_1	= 560	= 532		28 x 20 = 560		1,092
W_2	= 560	= 532		28 x 20 = 560		1,092
F_1	= 1,120	= 1,064		56 x 20 = 1,120		2,184
F_2	= 2,380	= 2,261		119 x 20 = 2,380		4,641

3. DHV for $W_1 + W_2 = 2,184$

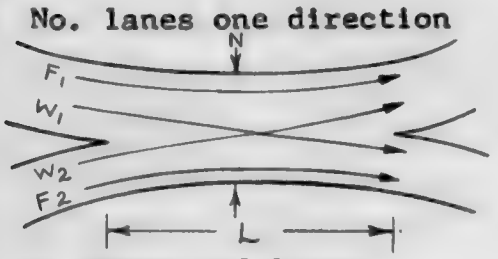
4. Area (Urban) Use 30 MPH curve in Fig. 1, p. 39, HRB 167

5. Weave length required = 750'

6. Weave length furnished = 1,620'

7. Practical Capacity (C) = 2,200 VPH/lane

8. No. lanes one direction



N = Number of lanes.
W_1 = V.P.H. in the larger weaving movement.
W_2 = V.P.H. in the smaller weaving movement.
F_1 & F_2 = V.P.H. in outer flows.
L = Length of weaving section in feet.

$$(N) = \frac{W_1 + \left[\frac{2\,(750)}{1,620} + 1\right] W_2 + F_1 + F_2}{C}$$

$$N = \frac{1,092 + \left[\frac{1,500}{1,620} + 1\right] 1,092 + 2,184 + 4,641}{2,200}$$

$$N = \frac{10,025}{2,200}$$

N = 4.56 lanes

MARQUAM BRIDGE CAPACITY COMPUTATIONS

160' Clearance Westbound

	From Eastband	From Mt. Hood
1. Truck adjustment		
Grade (approaches & bridge) & lengths	2,730' @ 2%	800' @ 3%
	1,760' @ 5%	1,300' @ 5%
Wt. of trucks	30,000 lbs.	30,000 lbs.
Speed (Fig. 20 - Hwy. Capacity Manual)	14 MPH	17 MPH
Average Speed	15.5 MPH	
Pass. Car Equivalent	19	

2.

	1975 DHV		Pass. Cars	Trucks (Pass. Car Equiv.)		Total Equivalent Pass. Cars
W_1	= 560	=	532	28 x 19 = 532		1,064
W_2	= 560	=	532	28 x 19 = 532		1,064
F_1	= 1,120	=	1,064	56 x 19 = 1,064		2,128
F_2	= 2,380	=	2,261	119 x 19 = 2,261		4,522

3. DHV for $W_1 + W_2 = 2,128$

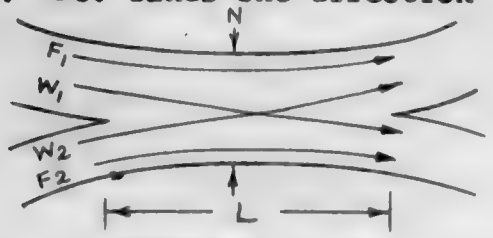
4. Area (Urban) Use 30 MPH curve in Fig. 1, p. 39, HRB 167

5. Weave length required = 700'

6. Weave length furnished = 1,600'

7. Practical Capacity (C) = 1,850 VPH/Lane

8. No. lanes one direction



N = Number of lanes.
W_1 = V.P.H. in the larger weave movement.
W_2 = V.P.H. in the smaller weave movement.
F_1 & F_2 = V.P.H. in outer flows.
L = Length of weaving section in feet.

$$(N) = \frac{W_1 + \left[\frac{2\,(700)}{1,600} + 1\right] W_2 + F_1 + F_2}{C}$$

$$N = \frac{1,064 + \left[\frac{1,400}{1,600} + 1\right] 1,064 + 2,128 + 4,522}{1,850}$$

$$N = \frac{9,714}{1,850}$$

N = 5.25 lanes

APPENDIX C

BRIDGE COST ESTIMATES

BRIDGE COST ESTIMATES

Construction cost estimates were prepared for three different grade lines, and are based on a structural width which provides capacity equal to that on the six-lane structure. These estimates represent net cost plus 18 percent for engineering and contingencies and are as follows:

	Plan "A"	Plan "B"	Plan "C"
	96.5' vert. clear. 6 lanes 92.4' roadway	130' vert. clear. 8 lanes 116.4 roadway	160' vert. clear. 10 lanes 140.4 roadway
East Appr.	$3,620,000	$3,620,000	$3,675,000
Main Span Superstr.	2,190,000	2,610,000	3,154,000
Main Span Substr.	3,674,000	4,850,000	6,950,000
West Appr.	3,184,000	3,162,000	3,734,000
	$12,668,000	$14,242,000	$17,513,000

APPENDIX D

MARQUAM BRIDGE VEHICULAR LIFT COST COMPUTATIONS

MARQUAM BRIDGE VEHICULAR LIFT COST COMPUTATIONS

96.5' Clearance Eastbound

		Annual Lift Cost	
		From Sunset	From Baldock
1.	1975 ADT	21,000	12,000
	Trucks (10%)	2,100	1,200
	Passenger Vehicles	18,900	10,800
2.	1975 Annual Traffic		
	Trucks	766,500	438,000
	Passenger Vehicles	6,898,500	3,942,000
3.	Vehicular Lift (Feet)	33	60
4.	Vehicular Lift Cost per foot 1/		
	Trucks	$ 0.0003170	$ 0.0003170
	Passenger Vehicles	$ 0.0000605	$ 0.0000605
5.	Annual Lift Cost		
	Trucks	$ 8,018.36	$ 8,330.76
	Passenger Vehicles	$13,772.86	$14,309.46
	TOTAL	$21,791.22	$22,640.22

1/ Source: Bureau of Public Roads Memorandum dated December 22, 1958.

MARQUAM BRIDGE VEHICULAR LIFT COST COMPUTATIONS

96.5' Clearance Westbound

		Annual Lift Cost	
		From Eastbank	From Mt. Hood
1.	1975 ADT	12,000	21,000
	Trucks (10%)	1,200	2,100
	Passenger Vehicles	10,800	18,900
2.	1975 Annual Traffic		
	Trucks	438,000	766,500
	Passenger Vehicles	3,942,000	6,898,500
3.	Vehicular Lift (Feet)	95	54
4.	Vehicular Lift Cost per foot 1/		
	Trucks	$ 0.0003170	$ 0.0003170
	Passenger Vehicles	0.0000605	0.0000605
5.	Annual Lift Cost		
	Trucks	$13,190.37	$13,120.95
	Passenger Vehicles	$22,656.64	$22,537.40
	TOTAL	$35,847.01	$35,658.35

1/ Source: Bureau of Public Roads Memorandum dated December 22, 1958.

MARQUAM BRIDGE VEHICULAR LIFT COST COMPUTATIONS

130' Clearance Eastbound

		Annual Lift Cost	
		From Sunset	From Baldock
1.	1975 ADT	21,000	12,000
	Trucks (10%)	2,100	1,200
	Passenger Vehicles	18,900	10,800
2.	1975 Annual Traffic		
	Trucks	766,500	438,000
	Passenger Vehicles	6,898,500	3,942,000
3.	Vehicular Lift (Feet)	50	77
4.	Vehicular Lift Cost per foot 1/		
	Trucks	$ 0.0003170	$ 0.0003170
	Passenger Vehicles	$ 0.0000605	$ 0.0000605
5.	Annual Lift Cost		
	Trucks	$12,149.02	$10,691.14
	Passenger Vehicles	$20,867.96	$18,363.81
	TOTAL	$33,016.98	$29,054.95

1/ Source: Bureau of Public Roads Memorandum dated December 22, 1958.

MARQUAM BRIDGE VEHICULAR LIFT COST COMPUTATIONS

130' Clearance Westbound

		Annual Lift Cost	
		From Eastbank	From Mt. Hood
1.	1975 ADT		
	Trucks	12,000	21,000
	Passenger Vehicles	1,200	2,100
		10,800	18,900
2.	1975 Annual Traffic		
	Trucks	438,000	766,500
	Passenger Vehicles	3,942,000	6,898,500
3.	Vehicular Lift (Feet)	112	71
4.	Vehicular Lift Cost per foot 1/		
	Trucks	$ 0.0003170	$ 0.0003170
	Passenger Vehicles	$ 0.0000605	$ 0.0000605
5.	Annual Lift Cost		
	Trucks	$15,550.75	$17,251.62
	Passenger Vehicles	$26,710.99	$29,632.51
	TOTAL	$42,261.74	$46,884.13

1/ Source: Bureau of Public Roads Memorandum dated December 22, 1958.

MARQUAM BRIDGE VEHICULAR LIFT COST COMPUTATIONS

160' Clearance Eastbound

		Annual Lift Cost	
		From Sunset	From Baldock
1.	1975 ADT	21,000	12,000
	Trucks (10%)	2,100	1,200
	Passenger Vehicles	18,900	10,800
2.	1975 Annual Traffic		
	Trucks	766,500	438,000
	Passenger Vehicles	6,898,500	3,942,000
3.	Vehicular Lift (Feet)	80	107
4.	Vehicular Lift Cost per foot 1/		
	Trucks	$ 0.0003170	$ 0.0003170
	Passenger Vehicles	$ 0.0000605	$ 0.0000605
5.	Annual Lift Cost		
	Trucks	$19,438.44	$14,856.52
	Passenger Vehicles	$33,388.74	$25,518.54
	TOTAL	$52,827.18	$40,375.06

1/ Source: Bureau of Public Roads Memorandum dated December 22, 1958.

MARQUAM BRIDGE VEHICULAR LIFT COST COMPUTATIONS

160' Clearance Westbound

		Annual Lift Cost	
		From Eastbank	From Mt. Hood
1.	1975 ADT	12,000	21,000
	Trucks (10%)	1,200	2,100
	Passenger Vehicles	10,800	18,900
2.	1975 Annual Traffic		
	Trucks	438,000	766,500
	Passenger Vehicles	3,942,000	6,898,500
3.	Vehicular Lift (Feet)	142	101
4.	Vehicular Lift Cost per foot 1/		
	Trucks	$ 0.0003170	$ 0.0003170
	Passenger Vehicles	$ 0.0000605	$ 0.0000605
5.	Annual Lift Cost		
	Trucks	$19,716.13	$24,541.03
	Passenger Vehicles	$33,865.72	$42,153.28
	TOTAL	$53,581.85	$66,694.31

1/ Source: Bureau of Public Roads Memorandum dated December 22, 1958.

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Cook

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1960

SUBJECT: Marquam Bridge
Vehicle Operating Costs

To:
Tom Edwards
Construction Engineer
O f f i c e

Attention: Gerald Attig

In accordance with your verbal request, we have computed the total annual vehicle operating costs based on time and distance for three proposed plans for the Marquam Bridge.

The total annual vehicle operating costs for the three plans are as follows:

Plan No. 1	$ 2,761,676
Plan No. 4, Revised	2,781,709
Plan No. 5	2,824,440

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

GLS:mp
cc: G. S. Paxson

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APR 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER
RECEIVED
G. S. PAXSON

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APR - 7 1960
FOR FILING

April 6, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Your file 08-35.6

Dear Sir:

Reference is made to your letter of March 31 attaching the memorandum from Mr. S. E. Ridge concerning the Marquam Bridge in Portland.

Mr. Ridge brings up the question of the possibility of loading scrap material from the Zidell operation downstream from the bridge crossing. The point of crossing presented at the hearing in Portland was so near the downstream boundary of the Zidell property that there would have been insufficient room to moor any vessel for loading. Just below the Zidell property is the property owned by the Knappton Towboat Company which it uses for mooring its fleet. As you know, we are now considering a change of line which would cross even farther downstream than the location presented at the hearing. This crossing would be below the Zidell dock and would not interfere with its operation except for limiting the height of ships passing under the bridge.

The information as to the cost of lightering the scrap material downstream to other moorage sites was covered in the report 'Land and Water Transportation Study', proposed Marquam Bridge, Interstate Route 5. A copy of this report was furnished Mr. Walter Kurylo at his Washington office under date of April 10, 1959. You will find this cost analysis on pages 26 and 27 of that report. I would also call your attention to the section in Appendix A of the above-cited report entitled 'Navigation Data'. You will note that of the approximately 35 vessels carrying scrap outbound from the Zidell yard between July 1955 and December 1958, only five would not have passed under the 96.5 clearance even with a water stage of 10 feet.

Should the final decision be a change of alignment downstream from that originally proposed, there would be ample room above the bridge for any moorage necessary to serve the Zidell property, and it certainly does not seem that interfering with only five of thirty-five ships would be doing Mr. Zidell any very great amount of damage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
GSP:gm

Office of the Assistant to the Federal Highway Administrator, Washington, D. C.

DEPARTMENT OF PUBLIC WORKS

/

39-49.6

Mr. E. M. French, Regional Engineer
Portland, Oregon

March 25, 1960

Attention: Mr. J. F. Cameron, Assistant Regional Engineer

39-10

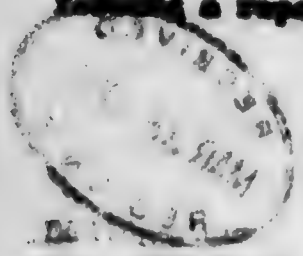
S. E. Ridge, Spatial Programs Coordinator S. E. RIDGE
Office of the Assistant to the Federal
Highway Administrator, Washington, D. C.

Marquam Bridge Clearances

Receipt of your memorandum outlining the bridge clearance situation on the Columbia-Snake Navigation System is acknowledged. I will go over it in detail in the near future and if I find that I need any additional data I will let you know.

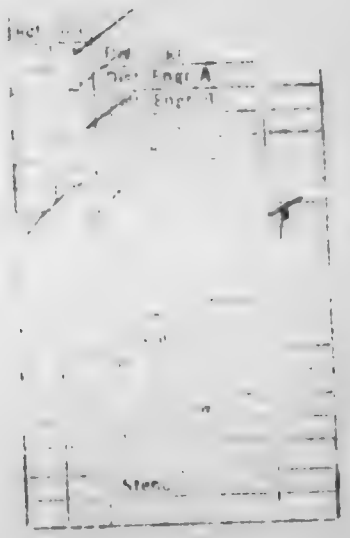
The note from Mr. Cameron, attached to the memorandum, advised that the Portland Division Office of the Corps of Engineers had resubmitted their recommendation regarding the Marquam Bridge clearance to Washington and that the higher clearance was probably again recommended. This is in agreement with the information that I obtained here. However, I also understand that the Washington Office has again returned the report to Portland for additional data. My information is that the report contained a rather high estimate of the cost of lightering the ramp material being shipped overseas to a point below the bridge for transfer to the oceangoing vessels. This brought up the question of the possibility of loading the material directly on to the oceangoing vessels from the downstream portion of the Lidell property and the cost of such an operation. It is my understanding that the Portland Office of the Corps has been asked to investigate this matter.

It is probable, however, that this matter will also come up in our conversations with the Washington Office of the Corps. It is desirable, therefore, that we have your views on the possibility and cost of such an operation and it would be appreciated if you would forward a report on this matter to us.



D

cc; Mr. E. M. French



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FOR FILING

February 25, 1960

Commission of Public Docks
City of Portland
3070 N. W. Front Avenue
Portland, Oregon

Attention: Mr. Thane Brown

Dear Thane:

In response to your recent request for information on the status of the Marquam Bridge, I can only advise that we have not as yet received any permit for the structure, nor have we received any official indication as to whether they will issue a permit based upon our application or would modify the clearances for which we have applied.

I cannot advise as to when action by the U. S. Engineers will take place.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

cc to: Mr. W. C. Williams

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MONTANA
OREGON
WASHINGTON
FOR FILE
I-5-6(07)301
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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.2

408 State Highway Building
Salem, Oregon

February 11, 1960

W. C. WILLIAMS

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-6(-)301
Marquam Bridge Location

Dear Sir:

Right-of-Way appriasals estimate the value of the Alaska Junk property to be in the vicinity of $1,300,000. Considerable damage to this property will be done by the present design of the West Marquam interchange.

It is our understanding that the presently proposed location of the Marquam Bridge was selected on the premise that the High Level plan for the Eastbank freeway would be adopted. This plan, the Union Ave. and Grand Ave. connections and Mt. Hood Freeway made the selected location a logical one. Since the Low Level Eastbank plan was finally selected, the Union and Grand Avenue ramps eliminated, and the Mt. Hood Freeway is in the distant future. We believe the State should study the possibility of swinging the easterly end of the bridge to a site just north of the Portland General Electric substation. This location would favor the interstate traffic. It would make possible the design of an Interchange at the west end of the bridge that would miss the Alaska Junk buildings. It would still permit the eventual Mt. Hood Freeway connections. A preliminary study of this possible location reveals that there may be considerable right-of-way savings on the east side of the river. The structural design over the railroads on the easterly end of the bridge should be simplified with the northerly location.

We realize that considerable preliminary work has been done on the presently proposed bridge crossing, and the east and west Marquam interchanges. In view of the possible savings that may accrue we believe it to be in the public interest that this alternate proposal be considered.

Very truly yours,

C. G. Polk
Division Engineer

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OREGON
STATE HIGHWAY ENGINEER

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In Re.:
refer to: ~~ew~~Gu.2

January 29, 1960

[redacted]
Room 740 Morgan Building
720 S. W. Washington St.
Portland 5, Oregon

Colonel Walter L. Wineger
District Engineer
Corps of Engineers
Portland, Oregon

Dear Colonel Wineger:

As requested in the January 7, 1960 letter from Major General W. F. Cassidy, Assistant Chief of Engineers for Civil Works, to Mr. Paul F. Royster, Assistant to the Federal Highway Administrator, and in your telephone call to this office, we are outlining below some information, additional to that expressed at the Hearing on September 2, 1959 to consider the application by the State of Oregon for the construction of the proposed Marquam Interstate Highway Bridge over the Willamette River at Portland, Oregon.

At the hearing, the two principal objectors to the application were the Zidell interests and the Portland General Electric Company. We do not consider the statement made by the Commissioner of Public Docks as being germane since that organization does not operate docking facilities in the affected area and, therefore, does not have a direct interest in the area under discussion. We also understand that the Public Docks Commission sold all docks under their jurisdiction above the Broadway Bridge some years ago.

Their statement is also negated by the testimony of the Port of Portland whose studies indicated that the proposed bridge (at the 96' - 7" clearance) would not interfere with or restrict future tug and barge traffic; and that there is not a sufficient amount of deep draft shipping in this portion of the harbor to economically justify increasing the vertical clearance of the structure.

Since the date of the hearing, the Zidell interests have leased space at the Port of Astoria for ship dismantling and have initiated substantial operations there. This fact was brought out in the Portland press on several occasions. Enclosures 1 and 2

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U. S. DAKOTA

are examples of the articles that appeared. They have also purchased property at Tacoma, Washington.

In addition, the Zidell interest have endeavored during the recent past to obtain the use of certain lands located farther downstream that are under the control of the Port of Portland Commission. Their activities at these locations would not be affected by the construction of the bridge.

Finally, the Zidell interests have exerted strenuous efforts during the past few months, December and January in particular, to purchase the Vancouver Reserve Shipyard at Vancouver, Washington. Enclosures 3 and 4 illustrate the press coverage of this activity. Enclosure 5 is a copy of Zidell Explorations' letter to the Maritime Administration of June 12, 1959, in which they indicate their intention to use that facility for ship scrapping operations. Enclosure 6 is a copy of Zidell Explorations' telegram of December 9, 1959, to the Maritime Administration in which an offer of $3,150,000 was made for the Vancouver Shipyard property. Since then, intense efforts to obtain the Vancouver property have been made by and in the interest of the Zidell group.

As a result it is indicated in a recent news report that the matter of disposal of the Vancouver yards will be reopened by the Maritime Administration to bidders for this facility. In view of Zidell's previous interest it is entirely possible that he may be successful in obtaining the use of this property, particularly since he has recently merged his company with that of an eastern firm engaged in the same type of business.

If successful it is almost certain that his expressed requirement for the higher clearance based on a small number of ships would no longer exist.

Information from the Maritime Administration office in Portland is that Zidell's Ross Island site with a 96' - 7" clearance at the Marquam Bridge would permit the passing of any vessel of the large fleet of Liberty and Victory type cargo vessels now in storage at Tongue Point that may be selected for scrapping without alteration in mast structure.

These noted activities by the Zidell interests indicate that there has been a constant emphasis during the past few months on a shift of at least a large part of their operations from the present site under and adjacent to the proposed bridge. The logic of such a move by the Zidell interests is shown by the fact that only two enterprises that make any substantial use of water transportation are located in the area affected by the construction of this bridge. The other occupants of property in the area are engaged in light manufacturing. Since the value of land in

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this area for light manufacturing use, as indicated by recent sales, is approximately $20,000 per acre, it is entirely possible that the Zidell interests will soon find it uneconomical to continue using this property for the scrapping of ships. It may soon become much more valuable for other uses. Similar changes in land use have occurred in other large metropolitan areas and could very well occur in Portland. In fact, such an occurrence is quite possible in Portland since there are large areas of river front land available downstream on the Willamette and nearby on the Columbia.

This possibility of a move by the Zidell interests makes it mandatory that every effort be made by both the Corps of Engineers and the Bureau of Public Roads to make certain that no action is taken at this time that will require the expenditure of Federal funds for a navigation facility that will be of little or no value in the very near future. Even if this move does not occur immediately, very little additional cost will be incurred by shipping interests. Only 35 ships loaded at the Zidell dock in the three and one-half-year period, July 1955 to December 1958, and the passage of only eight of these would have been affected by the proposed bridge. This is less than three per year. The cost of scheduling other vessels for these three trips, of altering the topmost projection of three vessels, or of transhipping the material exported on these three vessels, whichever is the less costly, for a few years would be small in comparison to the $2,300,000 cost of the additional clearance to the highway user during the fifty-year life of the bridge.

The cost of the lower clearance to the Portland General Electric Company has been studied by the Oregon State Highway Department.

It is indicated that this would be quite small. The Portland General Electric now uses a pipe line to convey oil from tankers moored just below the bridge site. As they are now operated the bow of the vessel would be under the bridge. The 6" pipe line can be extended some 250' so that the ships can be moored below the bridge. This would not be an extensive revision, probably the most expensive provision would be the moving of the pumping plant and installation of about three new dolphins for moorage of tankers. The State suggests $10,000 as a rough estimate of cost. We feel this may be too conservative and that an approximate cost of $20,000 might be more realistic.

The Bureau of Public Roads, therefore, requests that the approval of the State of Oregon's application for a permit to construct the Marquam Bridge with a clearance of 96 feet be reevaluated in the light of the

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indication that the Zidell interests may remove some part of their operations from this area. We feel that the possibility of a decrease in navigational use of the short section of the Willamette River affected by the Marquam Bridge with the requested navigation clearance is so strong that it would be difficult to approve the expenditure of the $700,000 Federal and State funds required for the higher clearance.

Sincerely yours,

B. M. FRENCH
Regional Engineer

Enclosures

THE OREGONIAN OREGON JOURNAL--Portland, Oregon
September 25, 1959

Zidell to Lease Strip of Astoria Pier for Ship Dismantling

Zidell Machinery & Supply Co. of Portland has agreed with the Port of Astoria for lease of 1,000 feet of Astoria's Pier No. 2 for dismantling and scrapping of ships. The site would supplement the ship scrapping facilities of Zidell's home plant in South Portland, just north of the Ross Island bridge, Sam Zidell and others told Astorians.

The agreement for use of the Astoria dock was reached Wednesday night and the first hull to be dismantled arrived there Thursday morning. It was the Vancouver-built Kaiser carrier Steamer Bay, towed from Bremerton, Wash. Men immediately went to work stripping it, and it is scheduled to be towed to Japan later in the year to be scrapped.

Carrier Due at Dock

Zidell and Al Neumeister, Zidell's superintendent, announced that the carrier Fanshaw Bay will be brought to Astoria next week, also to be stripped. It, too, was built at Vancouver, Wash. Both vessels were outfitted at the same dock at which they will be stripped and Neumeister was employed in their construction.

The Zidell lease agreement provides for use of the pier for six months at $750 a month, and for use of the port's locomotive crane for $10 an hour. Zidell must repair and maintain the pier at his own expense.

The firm expects to employ 40 to 100 men at Astoria, a welcome payroll to the fishery town.

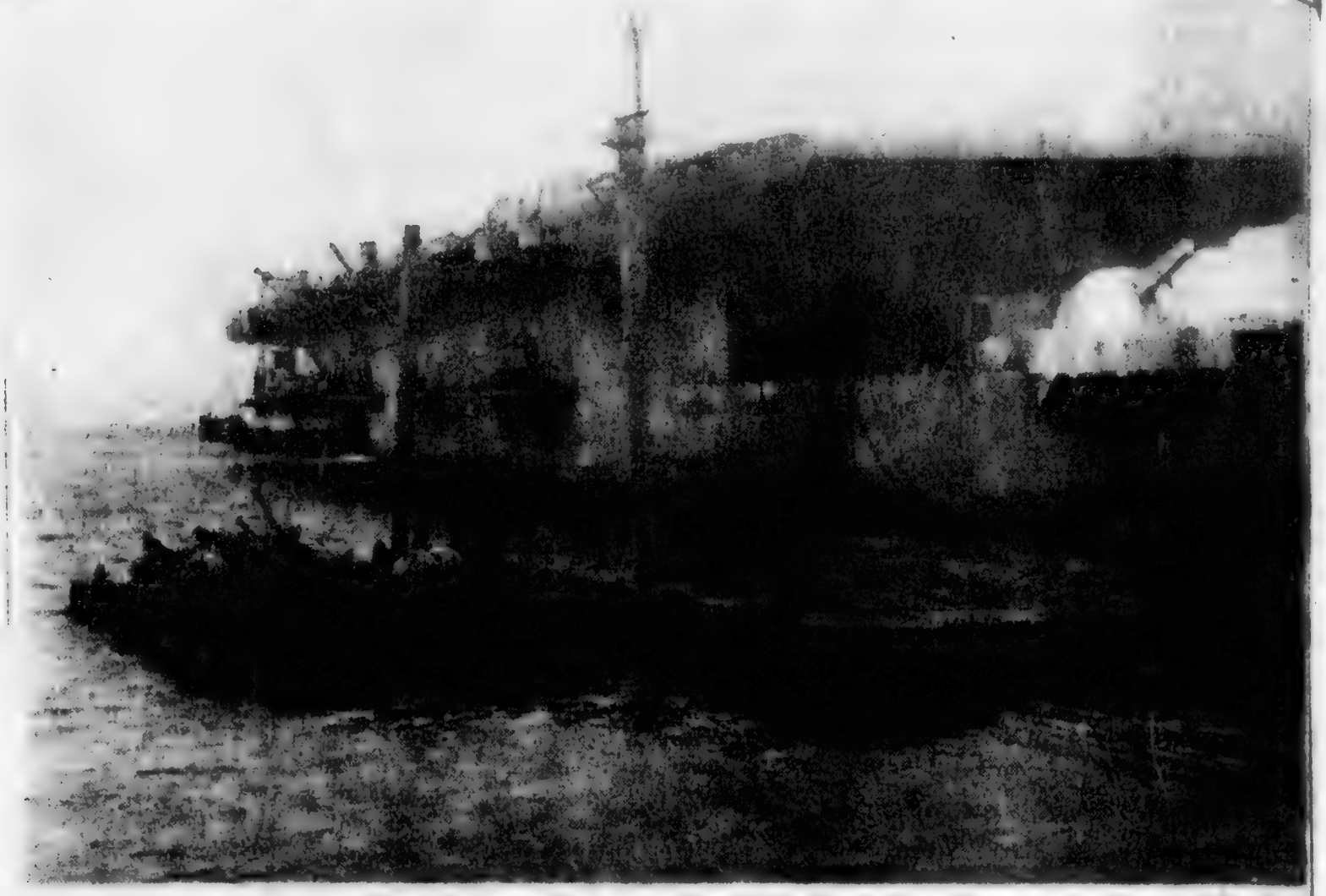
Scrap Bid Offered

Sam Zidell told Astoria officials that his firm submitted the highest bid last week for the Liberty ship Irving M. Scott, in the Astoria reserve fleet, and expected to scrap the vessel. Three more Liberties at Astoria, the George von L. Meyer, George Berkeley, and Pio Pico, are being offered for sale for scrapping in the United States at a minimum price of $70,000 each and Zidell is expected to bid for them.

In fact, U.S. Maritime Administration has made it known that it expects to scrap most of the Liberties during the next few years. Zidell expects this program will continue for upwards of 10 years, and his Astoria lease contains an option permitting renewal for one-year periods for 10 years.

Enclosure 1

Zidell Begins Ship Scrapping Program at Astoria



World War II escort carrier Steamer Bay lies at dockside at Astoria where she is being dismantled and cut up for scrap. Zidell Machinery & Supply Co. leased Astoria dock space for program of scrapping obsolete ships from federal reserve fleet. Steamer Bay, first under new program will be dismantled to hull, then towed to Japan for scrap. (AP)

January 6 and 7, 1960

The two articles titled "Sale Halted of Shipyard" and "Vancouver Sale Postponed" which you have in your possession and copies of which were transmitted to Washington with Mr. Cameron's memorandum of January 13, 1960.

Enclosure 3

THE OREGONIAN OREGON JOURNAL--Portland Oregon

DEC. 15, 1959

Vancouver Yard Sale Examined

Maritime Pushes Action on Pact With N.Y. Firm

WASHINGTON (Special) — The Maritime Administration is trying to complete action on a proposed contract for sale of the government's reserve shipyard at Vancouver, Wash., for "about three million dollars," a spokesman said Monday.

The contract has been in the negotiation stage for several weeks with First America Corp., headed by Hugo Neu of New York, an official explained. The yard would be used for ship wrecking and repair work, he said.

The General Accounting Office and the Justice Department are examining certain aspects of the proposed sale to determine whether they might have any objections.

GAO is examining the case at the request of Rep. Edith Green (D-Ore.), who raised a series of questions about details of the Maritime Administration's efforts to sell the property.

GAO Gets Property

The current negotiations are the climax of a spirited renewal of interest in the property which occurred this fall. Last spring maritime had given up trying to sell the Vancouver yard, after several offers were considered well below the minimum price. It was turned over to General Services Administration for disposal on June 24.

GSA was nearly finished [illegible] with [illegible] to see if they had any use for the property when maritime officials said they had some new offers. It was [illegible] if there be an [illegible] it be used as a shipyard for at [illegible] stipulated period. The current contract proposal requires that it be retained as shipyard five years.

Sale of the yard apparently would not interfere with Bonneville Power Administration's use of a portion of one end of the yard, although the contract would contain an option to buy this portion.

Ship Potential Retained

"The Maritime Administration is working to keep this yard intact to maintain our shipbuilding potential," an official stated.

If this deal falls through, the property is expected to go on the block shortly for disposal as surplus real estate to the highest bidder. That might take several months, a GSA official estimated, after the government has obtained a new appraisal of its fair market value and advertised for bids.

The 255-acre shipyard is composed of 157-acres of private land leased to the government and 98-acres of federal property. Bonneville power is using about 33 acres. The government's investment in the shipyard facility came to over 16 million dollars when it was built during World War II. It turned out 148 vessels of all types.

Congresswoman Green's inquiries about the proposed sale stemmed from a complaint from Zidell Machinery and Supply Co. of Portland, which maintained that it had made the government a better offer—$100,000 higher — than First America. A maritime official Monday said this offer was made after maritime had already notified First America that its proposal was acceptable in substance. Zidell claimed he was notified too late to meet maritime's deadline for a counter-offer.

The General Accounting Office Monday notified Mrs. Green that at its request, no contract will be signed until its inquiry has been completed.

Enclosure 4

C O P Y

ZIDELL [illegible]

June 11, 1962

Chief, [illegible] of Facilities Management
Office of Property and Supply
Maritime Administration
Room 3[illegible] New [illegible]. A. G. Building
5th and G Streets, N. W.
Washington 25, D. C.

Gentlemen:

We hereby wish to submit our proposal as follows for the acquisition of the former Vancouver Reserve Shipyard at Vancouver, Washington.

It would be our intention to remit to the Maritime Administration from one and one-half million dollars to upwards of three million dollars for this facility. In addition, it would be our intention if feasible to reconstruct the docks at the prevailing yard and scrap ships there, the same as we are presently doing at our Portland, Oregon yard.

We would sincerely appreciate an opportunity to discuss this matter more thoroughly and only hope that you will look upon this proposal favorably.

Very truly yours,

ZIDELL EXPLORATIONS, INC.

(Signed) Emery Zidell

Emery Zidell
Vice President

EZ:nb

Enclosure 5

C O P Y

JF WU001 PD

PORTLAND ORG DEC 8 502PMP

H E STEFFES, CHIEF OFFICE OF PROPERTY AND SUPPLY

MARITIME ADMN

AS PER OUR TELEPHONE CONVERSATION WE HEREBY SUBMIT OUR OFFER FOR THE VANCOUVER SHIPYARD PROPERTIES IN THE AMOUNT OF THREE MILLION ONE HUNDRED FIFTY THOUSAND DOLLARS ($3,150,000.00) TERMS AND CONDITIONS AS YOU PRESENTLY HAVE IN HAND PLS ADVISE TO WHOM WE SHOULD MAKE DEPOSIT CHECK PAYABLE

ZIDELL EXPLORATIONS INC EMERY ZIDELL

717 AME DEC 9

($3,150,000.00).

Enclosure 6

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January 19, 1960

Mr. H. Kenneth Anderson
Chief Engineer
Bureau of Water Works
112 City Hall
Portland, Oregon

Dear Sir:

Your letter of January 14, addressed to Mr. Lloyd P. Shaw and concerning the installation of two 48-inch steel pipe lines on the Marquam and Fremont Bridges, has been referred to this office.

Both of these bridges are on the Interstate System and the Interstate rules do not permit the installation of such facilities when other routes are available and, in any case, only under very exceptional conditions. On these particular bridges we are planning on double-deck structures in which at least the lower roadway is in the line of the bottom chords. There is no way in which such water pipes could be placed or maintained without interference with Interstate Highway traffic. I do not believe any plans for the installation of these facilities should be made on these two bridges.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gs
cc Mr. W. C. Williams
Mr. Lloyd P. Shaw
Mr. Ivan D. Merchant

H. KENNETH ANDERSON
CHIEF ENGINEER
208 CITY HALL

GEORGE A. MARSHALL
SUPERINTENDENT
112 CITY HALL

COPY FOR DIVISION No. 1 ✓
Date _____ By _____

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK (BUCK) GRAYSON
COMMISSIONER

January 14, 1960

Lloyd P. Shaw, Metropolitan Engineer
OREGON STATE HIGHWAY DEPARTMENT
9200 S. E. McLoughlin Boulevard
Portland, Oregon

RE: PIPE LINES ON BRIDGES

Dear Sir:

Additional water supply is needed on the west side of the Willamette River.

It would be most desirable to install two 48-inch steel pipe lines on each of the two proposed bridges across the Willamette River; i.e., Marquam and Fremont bridges.

At such time when plans are more definite, I would, very much, like to discuss the matter with you.

Very truly yours,

H. Kenneth Anderson
Chief Engineer
Bureau of Water Works

HKA:gr

cc: Commissioner Grayson

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G. S. PAXSON

Al — Please discuss with Merchant
SPS

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NOTED
W. C. WILLIAMS

3107 N.E. 64th
Portland, Oregon
January 13, 1960

State Highway Department
Salem, Oregon

Gentlemen:

We are writing you in order to obtain any possible information you have on the new Marquam bridge which will be assembled in the future. We are students of Jesuit High School in Portland working on a project for our Physics class. We have selected to contruct a model of this new bridge. We know that you are unable to send us an actual model of the bridge but any information or details of the bridge would be greatly appreciated. Perhaps you would have some close-up sketches or photographs of the bridge or the model which you have already made. If possible, we would also appreciate some details on the materials which you make your models from and the relative size of these models. If it would not cause a great deal of inconvience, maybe you could take of the bridge a few pictures from different angles, both from the sides and from above, and send them to us. Of course, we will be willing to pay for any of these articles you can send us. Please remember that this is not an absolute necessity and that, if you would be rushed or inconvienced by our requests, we will understand if you are not able to help us. However, any facts, large or small, will be greatly appreciated. Thank you very much.

Sincerely yours,

Larry Erickson AND Peter Ebert

Original to
Mr. Patsin

I-5-6(47) Marquam Br. Superstructure, 1963
301 Pacific Hwy. in Portland
#6332 Folder # 1



RECEIVED
DEC 31 1959
FOR FILING

December 30, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Proposed Marquam Bridge
in Portland

Dear Sir:

Reference is made to the memorandum from Mr. Cameron, dated December 18, having to do with the vertical clearances under the Marquam Bridge over the Willamette River in Portland and the effect on the Zidell property. The questions raised can not be definitely answered. The best I can do is to give the opinions of our appraisers in our Right of Way Division.

The Zidell property is in an area zoned for residential and light industry. There is not, at present, any residential development in the area. The land values, based on recent sales, are approximately $20,000 per acre. The Zidell property is the only development making use of the river front except for a towboat company which moors its boats in front of an adjoining area. Our appraisers are of the opinion that in any resale the item of river frontage would not appreciably enhance the sale price. Zidell owns 32.3 acres with an estimated value of $656,000.

The area is well suited to Zidell's operations but would be equally well suited to other light-industry use. Should Zidell convince a court that a bridge at the 96.5 clearance would interfere with his operations to such an extent that he could no longer use the site, the principal item of damage would be in the buildings and equipment. The best guess I can get on the values is $800,000 for buildings and $500,000 for equipment, a total of $1,300,000. Our past experience indicates that a salvage of 20 percent is about what could be expected. This indicates a net damage of about $1,000,000. There would probably be other damages, such as loss of time. The appraisers, with whom we have discussed the matter, are of the opinion that an entire taking might run between $1,500,000 and $2,500,000.

In my opinion, the bridge at 96.5-foot clearance would not hamper the Zidell operations enough to cause them to discontinue operations. The bridge will cross over the dock they now use for loading scrap onto ships. It does not interfere with the area used in dismantling ships. There is ample unused river frontage to allow construction of a loading

dock clear of the bridge. Such a dock could be built for about $100,000. This dock, however, would be above the bridge, requiring ships to pass under the bridge. Our records show that from July 1955 to December 1958, a total of 35 ships loaded at Zidell's. Of these, eight could not have passed under the bridge at ordinary river stage. The worst that could happen is that the smaller ships would be used.

We have no newspaper clippings concerning Zidell's Astoria operations. We know that he has leased facilities in Astoria and is dismantling ships there. He is continuing work at the Portland site and has just recently moved ships to the Portland site. It does not appear that the Astoria work is any indication that the Portland site is to be abandoned.

The Portland General Electric Company now uses a pipe line to convey oil from tankers moored just below the bridge site. As they are now operated, the bow of the vessel would be under the bridge. The pipe line can be extended so that the ships can be moored below the bridge. This would not be an expensive revision although it would include the moving of the pumping plant.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.6

408 State Highway Building
Salem, Oregon

December 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Re: Marquam Bridge Clearances
Project I-5-6(-)301

Dear Sir:

Herewith are three copies of a memorandum from our Regional office concerning approval of clearances for this structure.

We would appreciate your furnishing us any of the requested information which you can. We hope to be able to furnish this information to our Washington office in the near future.

Very truly yours,

C. G. Polk
Division Engineer

Attachments

RECEIVED

Mr. C. C. Polk, [illegible] Engineer
08-35.1 Salem, Oregon

December 18, 1959

J. F. Cameron, Assistant Regional Engineer
08-00.2 Portland, Oregon

Marquam Bridge Clearance

On Wednesday, December 16, we were informally notified by Colonel Wineger, District Engineer of the Corps of Engineers, that the Division Office, Corps of Engineers in Portland, had that day forwarded to Washington their recommendation that the clearance of the Marquam Bridge be approved at a minimum of 120' above low water.

This information was conveyed to the Washington Office, and this morning we had a telephone call from Mr. S. S. Ridge, Special Programs Coordinator, Office of the Assistant to the Federal Highways Administrator. Mr. Ridge stated that he was in touch with the Corps of Engineers in Washington and this recommendation had not as yet been received in their office. He also stated that his office would make strong representations that the clearance be approved at the lower elevation of 96.5 feet above low water. However, he needs assistance along the following lines from our offices:

1. Respecting the Zidell property and ship dismantling operation.

There have in the past several weeks appeared in the newspapers certain news items indicating that Zidell has effected a lease of a portion of Port of Astoria facilities on which to conduct ship dismantling operations; also other news items with respect to Zidell's interest in acquiring the surplus Vancouver Shipyards. Mr. Ridge is of the opinion that clippings of these items would be of value to him as an indication that Zidell contemplates moving of his ship dismantling business and that his present property would assume less importance in such operations. If you or the State can secure copies of any newspaper clippings reporting the noted items, it would be of great assistance to Mr. Ridge in preparing argument for the lower elevation. We will also do whatever is possible here to secure them.

Also we are asked to prepare a review of the Zidell property with respect to its value and/or adaptability for other than its present use. It would appear that [illegible] appraisers or State appraisers would be in a position to make such a review. It was suggested by Mr. Ridge that possibly it could be shown that the property had greater value or would in the near future have a greater value for other purposes. A comparison with the value of similar properties in the vicinity might be one means of strengthening this position.

2. The P.G.E. situation.

It is desired that we, in collaboration with the State, analyse the P.G.E.'s claim that it is essential that tankers be berthed above the proposed bridge in order to discharge fuel oil and to discuss the probable cost of discharging oil below the bridge and pumping or otherwise conveying it to the tanks already built or to be built on the site developed by P.G.E.

Since we have asked the Washington office to make further effort at the National level to obtain approval of the 96.5 level, it is believed we should make all possible effort to provide the desired information.

January 7, 1959

Oregon State Highway Department
Attention: Mr. B. N. Mayhew
Portland, Oregon

Re: Proposed Marquam Bridge

Gentlemen:

Pursuant to your request, I have made a preliminary investigation to determine the effect of the proposed Marquam Bridge upon the Zidell properties. This report is a review of the several discussions that I have had with you concerning the Zidell property and a synopsis of the damage that could accrue.

Purpose of the Appraisal

The purpose of this preliminary appraisal is to establish the upper limits of potential damage to the Zidell property that could be occasioned by the proposed Marquam Bridge if constructed with only 85 feet of clearance. Valuation of the entire property has not been made, nor has any consideration been given to damages that might accrue to fixed machinery and equipment falling in the category of real property.

Appraisal Considerations and Concepts

The proposed construction of the Marquam Bridge and the right of way necessary for that bridge is not considered to be a part of this preliminary appraisal estimate. The basic problem considered is that the Marquam Bridge would have a clearance of only 85 feet. This limitation of clearance would allow all normal river commerce with the exception of large ocean-going vessels. The restriction of ocean-going vessels up river from the bridge may or may not occasion a damage to the particular property.

Preliminary damage estimates are based upon two differing concepts of highest and best use. Under one concept of highest and best use, land together with the waterfront retains its highest value for heavy industrial purposes.

similar to the land adjoining and adjacent to the subject property. Under the second concept of highest and best use, the land attains its greatest value as industrial land as previously defined, but with the additional value of water front as utilized by the present owner, Zidell.

The latter concept of highest and best use is not consonant with actual market considerations as Zidell is the one particular owner with a particular operation that can utilize the waterfront. Immediately adjacent to his property is an equivalent property of an owner in an identical business with the exception that waterfront is not utilized.

The three bases of arriving at a damage conclusion are as follows:

Basis One considers that there is no damage to the property by denial of the highest and best use concept of value to the waterfront to the general market. In addition, legal considerations as to the impairment of up stream access by construction of the bridge could preclude consideration of damage.

Basis Two considers that the highest and best use of the property as presently utilized by the current owner would create a value to certain of the improvements which would be lost but with no damage to the land itself.

Basis Three considers that the highest and best use of the land as presently utilized would be so impaired that the owner would suffer a complete loss of utility; therefore would be entitled to the market value of a reasonably satisfactory substitution.

Damage Estimate

Basis One leads to the conclusion that there is no damage to the property as the remainder value of the land would not be impaired due to the fact that waterfront bears no premium over similar properties adjoining and adjacent. The price paid for similar properties would then measure the upper limit of value, and the restriction of waterfront use would not impair this particular value. The fact that the present owner can dock a sea-going vessel is not of major consideration as the United States Government through the Corps of Engineers could determine the height of a bridge at any place along the river and thus preclude use not only of a particular property but all properties of similar category. As an example, if the Marquam Bridge were constructed at the mouth of the river, a damage would not accrue to the Zidell property to any greater extent than to any other port property. Therefore construction of the Marquam Bridge at the particular point as planned would have the same general effect.

It is my personal opinion that in actuality the property under these consider-

tion has suffered no damage whatsoever. However a good part of this measurement of damage is based upon a legal consideration which has not been qualified by competent legal authority.

Basis Two assumes that the property cannot utilize the dock to the full extent of the present use; namely, the docking of deep water vessels for scrap and scrap shipment, but that the land area would remain unimpaired as to market value as no other damage would accrue. Under this consideration the dock improvement would then be valueless to the land, and the measurement of damage would be the depreciated replacement cost of the dock. Replacement cost new of a dock 40 feet in width, 1500' in length, which would correspond to the present dock, with a crane way adequate to support a 50 ton crane, would approximate $15 per square foot or $900,000. The present dock has both design and functional obsolescence as well as physical deterioration. Observation indicates that a total of depreciation approximating one-third is evidenced. Thus the depreciated replacement cost of the dock would approximate $600,000 which would be the measure of damage.

Basis Three assumes that the owner should be made whole and suffer no loss by virtue of the damage created. Under this concept substitute land can be acquired which would be equally satisfactory to the subject land excepting for a differential in freight rate. This differential is measured by the market value of the land as compared to land offered for sale not suffering the same penalty. One tract of land is available on the river immediately upstream from Terminal 4 which comprises a gross area of approximately 80 acres and can be acquired at the rate of $10,000 per acre or $800,000.

To the land would be added the depreciated replacement cost of the dock, $600,000, so that the total damage excluding all other considerations would be a minimum of $1,400,000. The value of the land remaining within the original tract which comprises approximately 32 acres would approximate $480,000 in a salvage effect. Therefore the total measurement of damage would approximate $920,000.

Summary

The amounts of damage due to the owner of the Zidell property can then, according to the concept accepted, range from zero to $1,400,000. Legal interpretation would be necessary not only as to the right of the U.S. Government to restrict the height of vessels on navigable waters but also as to the damage that might accrue to equipment considered to be real estate under interpretation of Oregon law.

For purposes of estimating then the maximum exposure of the State in a

damage suit. Figures as outlined and defined would set the limitations based upon final legal interpretation.

Respectfully submitted,

Jeffery Holbrook

JHcee

damage suit. Figures as outlined and defined would set the limitations based upon final legal interpretation.

Respectfully submitted,

Jeffery Holbrook

jlhsa

Marquam East Bank

Portland, Oregon
December 29, 1958

Zidell Machinery Company
Estimates of damage by limiting
size of river traffic below and
above Marquam Bridge

Mr. R. L. Porter
Right of Way Engineer
Salem, Oregon

This report is made with consideration to any governing or regulating the United States engineers or any public body may have as to length, width, height, or draft of ships on the Willamette in this area.

Also, considering the theory that to include any damage items against the ownership, there has to be a justification.

I think that others than Zidell would have claim for damages, regardless of any fact that they may or may not be using the river for high, wide or weighty ships, or that their present business does not call for the use and dockage of the larger ship.

I believe that as time goes on the land that Zidell uses becomes less and less useful for the junk and salvage business, and at this time its highest and best use is for commercial and industrial. I also believe that Zidell could well afford to relocate on cheaper land with river frontage, which is available, and sell or use his present land for other purposes. My opinion is that his present location is worth about two to two and one half times more than other available land in the river and Portland area.

It is and has been evident that Zidell is a going business by knowing that after a recent destructive fire on land and on dock that Zidell'd spend a large amount of rebuilding the fire damage and improving on the situation that existed before the fire.

Therefore, I do not believe that Zidell would pay today's prices to establish a junk gathering activity on this land. I think that the fact that he owns the land accounts for the present use, and that use is being made of the land for the present purpose not only for the business at hand but for the purpose of holding the land for future use for other purposes.

This, considered with the known fact that Willamette River frontage is today of little added value to the frontal land, and that there is available a cheaper land for relocation, and that Portland controls over 80 percent of available river frontage—my conclusions are:

1. That the Zidell land is not being put to its highest and best use.

2. That Zidell could buy replacement land about two-thirds cheaper, or in the proportion of $1.00 to $3.00.

3. That Zidell does not control the river traffic.

4. That many frontage owners up river would be affected by the same circumstance.

5. That the action, if any, would be Zidell against the State.

6. That all items of consideration would more or less balance.

    1. Such items as moving costs.
    2. Development of a new site by filling, roadways, trackage, dock construction, original cost and general business damage of immediate necessity.

7. To account for a possible over improvement as to specific items such a whirley crane, extensive steel cutting equipment, rails and ties, extra strength of decks, office facilities, rigging gear, channel work, yard plan, etc. I am of the opinion that the valueing of such overimprovement would be so highly speculative, due to time and use elements, that the lack of justification would prevent the valueing.

8. That the State would owe him the going market value for actual land required.

The dimensions of the Zidell holdings in approximation are:

1.	Area North of Ross Island Bridge		19.63 acres
2.	Area South of Ross Island Bridge		12.67 "
3.	Total ownership		32.30
4.	Frontage on Moody Avenue	160 ft.	
5.	Frontage on S. W. Bond	120 ft.	
6.	River Frontage North of bridge	2,000 ft.	
	South " "	700 ft.	
	TOTAL	2,700 ft.	

S. H. MAYHEW

SHM:jl

RECEIVED
OCT 28 1959
FOR FILING

October 27, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Re: Marquam Bridge Over
Willamette River

Dear Sir:

A hearing before the U. S. Army Corps of Engineers was held on September 2 on our application for a permit to construct the bridge at an elevation of 96.5 feet above mean lower low water. The application, plans, and other data for this hearing were submitted to your office prior to that date. I am attaching hereto a copy of the transcript of the testimony presented at this hearing. I am advised informally that the recommendation of the District Engineer, U. S. Army Corps of Engineers, will be that a permit with this clearance be denied and that any structure in this area provide a clearance of 120 feet above mean lower low water.

You will note from the transcript of testimony that approval of all public bodies other than the Commission of Public Docks was obtained and presented. The other objectors to our proposal were property owners in the section of the harbor, primarily the Portland General Electric Company on the east bank of the river and the Siddell Machinery and Supply Company on the west bank of the river.

We are not in a very good position on this project to contest the 120-foot clearance as, while the additional construction cost is a sizable sum, it is a minor percentage of the cost of the projectand our proposal does interfere with wome water traffic that is actually using the harbor. The fact that the Ross Island Bridge, immediately above the proposed Marquam Bridge, has 120 feet of vertical clearance is a serious obstacle to our chances for a favorable action on our application.

Since this is an Interstate project in which the major portion of the funds are from the Federal Government, I am asking that you advise

as to how we should proceed. It is possible, of course, that conferences with the Chief of Engineers at the national level might have some effect. This is a project that will require time to design and we should get started as soon as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosure

cc to: Mr. W. C. Williams

GSP:gm ae

RECEIVED
1959
FOR FILING

9-8-59

REFERRED
TO
FOR
LEONARD I. LINDAS

...GONIAN, MONDAY, ...

...w or High Bridge?

Although the upper harbor is not used by large vessels to a great degree, it would be poor economy to bar such use forever by construction of a Marquam Bridge of insufficient clearance. The objections made at an Army Engineers hearing to a 96.7 vertical clearance at low water appear well taken.

Downstream from the bridge to be built by the Highway Department as part of the new freeway system, only three spans have limited clearance. These are the St. Johns suspension Bridge, and the Steel and Hawthorne bridges, both of which have lift spans for passage of large vessels. Clearance at St. Johns is 205 feet above low water. The seemingly low Steel and Hawthorne draws provide 164 feet and 160 feet of clearance at low water, respectively. Upstream from the Marquam site, the Ross Island bridge is 120 feet high at the center.

Thus, a low Marquam Bridge would act as a bar to ocean-going shipping in an otherwise comparatively unblocked harbor. A power plant and a ship scrapping operation are in operation above the Marquam site. Insufficent clearance would threaten their continuance, as tanker service to the power plant and moving of old vessels to the scrapping yard would be impeded.

One presumes the $798,000 esti... extra cost of building a bridge 12... high will be balanced against the ... of present and future traffic of ... vessels in the upper harbor. Future ... sibilities should be accorded as much consideration as the present use.

RECEIVED
SEP - 3 1959
FOR FILING

September 4, 1959

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Marquam Bridge over
Willamette River
Portland, Oregon

Dear Sir:

Reference is made to the public hearing held before you on September 2, 1959 in connection with our application for a permit to build a bridge across the Willamette River. In our statement presented at the hearing and given in our letter to you dated August 28, 1959, mention was made of the additional cost to traffic because of the added height to which vehicles would climb if the vertical clearance were increased to 120 feet. No figures were given as to the monetary value to traffic that would be realized by the clearance.

We estimate that this annual saving, based on 1975 traffic of 66,000 vehicles per day, will be approximately $35,500. This figure is arrived at by a careful estimate of the traffic using each ramp of the approaches on the grade lines made necessary by the two clearances. Because of some minor rise and fall on the grade lines for the lower clearance due to interchange characteristics, the total additional average gross rise is between 17 and 18 feet rather than the 23.3 feet of added rise for 120 feet of clearance. The average cost per vehicle-foot rise has been established by research of the U. S. Bureau of Public Roads as follows:

Trucks	$0.0003170 per vehicle-foot
Passenger Vehicles	$0.0000605 " " "

At the hearing we presented figures supporting the added construction cost of $708,000. The detail of the total added annual cost and the total added cost to the public over a 50-year period is as follows:

Estimated Traffic

	Daily	Annual
Trucks	6,600	2,409,000
Passenger Vehicles	59,400	21,681,000
Total	66,000	24,090,000

Annual Additional Lift Cost

Trucks	$13,100
Passenger Vehicles	22,400
Total	$35,500

Total Cost Over 50-Year Period

Added Vehicular Lift Cost	$1,775,000
Added Construction Cost Amortized Over 50-Year Life at 3 Percent	1,377,000
Total	$3,152,000

We ask your consent to the inclusion of these data in the record of the hearing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
SEP - 8 1959
FOR FILING

September 4, 1959

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Marquam Bridge Over
Willamette River in
Portland

Dear Sir:

At the hearing before you on our application for a permit covering the Marquam Bridge in Portland, I left with you one copy of our presentation.

For your use, I am attaching hereto four additional copies.

Very truly yours,

W. C. Williams
State Highway Engineer

by

G. S. Paxson
Assistant State Highway Engineer

Enclosure

cc to: Mr. W. C. Williams

GSP:ae

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
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FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 28, 1959

The District Engineer
Corps of Engineers, U. S. Army
628 Pittock Block
Portland 5, Oregon

Re: Marquam Bridge over
Willamette River
in Portland

Dear Sir:

The subject of the public hearing to be held at 10 a.m., on September 2, 1959, before the District Engineer, U.S.C.E., is the application of the Oregon State Highway Commission for a permit to build a highway bridge over the Willamette River approximately midway between the Ross Island Bridge and the Hawthorne Avenue bridge in Portland. This bridge is a necessary link in Interstate Highway No. 5 which, in Oregon, extends from the California state line on the south to the Washington state line on the north. The bridge connects the Baldock Freeway, now under construction, with the East Bank Freeway, for which right of way is being purchased, on the east bank of the Willamette River. These two freeways are a part of the Interstate route.

This project has been given a thorough study over a period of several years. Alternate locations, grade lines, and interchange arrangements have been considered and estimated both as to cost and service to traffic. The plan shown on the enclosed map and profile represents the best solution that can be developed.

The structure over the river is to consist of a series of double-deck steel trusses carrying four lanes of traffic eastbound on the upper

NOTED
G. S. PAXSON

deck and four lanes westbound on the lower deck. The total roadway width on each deck is 57 feet. There are to be four spans in the river crossing with three piers in the river channel and one pier back of the harbor line at each end. The pier spacing is shown on the enclosed sketch entitled "Marquam Bridge Study - 96½' Clear Above M.L.W." dated June 5, 1959. The pier spacing provides the following horizontal clearances between piers. The first span on the west provides 275 feet, 248 feet from the harbor line to the first stream pier; the second span provides 325 feet; the third span provides 276 feet; and the fourth span provides 226 feet, 196 feet from the stream pier to the harbor line. The vertical clearances range from 80.90 feet at the east harbor line and 89.63 feet at the west harbor line to 96.78 feet over the central 200 feet of the main span which is the second span from the west.

Conferences have been held with the City of Portland, the Port of Portland, with representatives of the tug and barge operators, and with the pilots' association. The State's request for permit shows the approval of the Port of Portland. The City of Portland has been associated with us in the planning. At the conference with the tug and barge operators and the pilots' association no objection was offered.

This bridge will be about midway between the Hawthorne Avenue Bridge and the Ross Island Bridge. The Hawthorne Avenue Bridge has a vertical clearance of 50 feet with the draw closed and 160 feet with the draw open. The Ross Island Bridge has a vertical clearance of 120 feet at the center but only 38 feet at the piers of the 490-foot span. Studies of the Marquam Bridge with a clearance of 120 feet were made. While it is possible to provide this clearance, the cost both in construction and in

operation of traffic far outweighs any inconvenience or restriction to navigation.

The vertical clearance of 96.7 feet proposed by the State will pass any tug or barge navigation using the river without restriction. From June 1955 to December 1958 there were 36 ships using the river above the Hawthorne Avenue Bridge, one of these being a tanker which would dock between the Hawthorne Avenue Bridge and the Marquam Bridge. Only four of these ships could not pass the proposed bridge at low water and only seven could not pass at a 10-foot stage of water. The average water stage at this point is below the 10-foot elevation 58 percent of the year. In addition to ships loading cargo, there were seven ships brought to the area for scrapping in the four years of 1955-1958, inclusive. It would have been necessary to remove part of the masts of four of these ships to have passed the bridge.

A careful estimate of the added construction cost for a structure providing 120 feet of vertical clearance was made. This added construction cost is estimated as $708,000, divided as follows: West Approach - $245,000; River Spans - $291,000; and East Approach - $172,000. The added cost to traffic using the bridge is an item of perhaps more importance than the additional investment. Traffic studies show that by 1975, the anticipated completion date of the Interstate Highway System, a daily average of 66,000 vehicles will be using the bridge. The added 23.5 feet of rise and fall to reach this higher clearance would be a large and continuing cost.

Our study, summarized above, convinces us that the plan we propose is in the best interests of the State, the City and the Interstate traffic that will use the structure and that the service to this highway traffic far outweighs any interference or restriction on the relatively minor navigation that would be affected.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

IPR files
Cup.-6-3361

No. 1 - 1975 ADT - 66,000

10% Trucks - 6,600
Remaining passenger vehicles - 59,400

No. 2 - 1975 Annual Traffic Total Per Year:

Trucks - 2,409,000
Passenger Vehicles - 21,681,000

No. 3 - Additional Vehicular Lift - 24' (10±)

No. 4 - Vehicular Lift Cost Per Foot (See BPR memo 12/22/58):

Trucks - $0.0003170
Passenger Vehicles - $0.0000605

No. 5 - Annual Additional Lift Cost:

Trucks - $18,327.00
Passenger Vehicles - 31,480.00

$49,807.00
35,564.03

$914,242

Equivalent Capital Investment 3% Interest = $1,285,000.00

Also, in 50 year bridge life extra lifts will cost road users nearly 2-1/2 million dollars plus the $708,000 original capital investment.

1 3/4 million (+)

9-3-59

(Information received from Mr. Hall, Regional Office by phone)

BUREAU OF PUBLIC ROADS

Mr. C. C. Polk, Division Engineer
Salem, Oregon

September 3, 1959

J. F. Cameron, Assistant Regional Engineer
08-00.2 Portland, Oregon

SPECIAL DELIVERY

Marquam Bridge Clearance

At the hearing before the Corps of Engineers September 2 Mr. Paxson presented figures to show the increased cost of constructing a double deck bridge at a 120' clearance as compared with a similar structure at 96.5' clearance.

However in this testimony the estimate cost was not disclosed of the annual additional lift cost for the 66,000 vehicles which would use the structure in 1975.

Upon return from the hearing I requested Mr. Hall to compute this extra road user cost and upon completion of the analysis we discussed the matter with Mr. French. He called Mr. Williams but upon finding that he was away from the office, Mr. French talked with Forrest Cooper. When he explained the situation to Mr. Cooper the latter requested that the figures be sent him through your office and upon receipt thereof he would instruct his men to work on them with the purpose of submitting a supplemental document to the Corp of Engineers on or before September 9. Colonel Wineqar of the Corp of Engineers announced at the close of the hearing that one week would be allowed for submittal of supplemental information.

As agreed upon with you in our phone conversation of this date your office would call Mr. Hall for the cost analysis.

During our discussion here Mr. French was of the opinion that we should recommend to the State that in submitting this supplemental information to the Corp of Engineers they should further emphasize the great disparity between bridge vehicle traffic and the few craft that records show would not pass the 96.5 clearance. He thought it should be noted that by 1975 the annual bridge traffic would amount to an estimated traffic of approximately 24,000,000 vehicles while present records of river traffic showed that for the years 1955-58 only six vessels with mast height over 96.5' passed the site of the proposed Marquam Bridge, or less than an average of two vessels a year in that period which would not have passed that clearance.

The analysis made by Mr. Hall shows that in the estimated 50 yr. bridge life extra lift will cost the road user approximately 2.5 million dollars plus the $708,000 original additional capital investment by reason of the higher elevation.

A copy of this analysis is enclosed.

Enc.

MARQUAM BRIDGE
Portland, Oregon

September 3, 1959

Additional Vehicular Operating Costs occasioned by 24 ft. increase in height of bridge. (120 feet - 96 feet)

1.	1975 ADT		66,000
	Trucks (10%)		6,600
	Pass. Veh.		59,400
2.	1975 Annual Traffic		
	Trucks		2,409,000
	Pass Veh.		21,681,000
3.	Additional Vehicular lift		24 feet
4.	Vehicular Lift cost per foot (Standard rate)		
	Trucks	$	0.0003170
	Pass.Vehicles	$	0.0000605
5.	Annual additional lift cost		
	Trucks	$	18,327
	Pass.Veh.		31,480
		$	49,807

Equiqalent Capital Investment at 3% interest $1,285,000
Also in 50 year bridge life extra lift will cost user nearly $2.5 million plus the $708,000 original capital investment.

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No. 1 - 1975 ADT - 66,000

10% Trucks - 6,600
Remaining passenger vehicles - 59,400

No. 2 - 1975 Annual Traffic Total Per Year:

Trucks - 2,409,000
Passenger Vehicles - 21,681,000

No. 3 - Additional Vehicular Lift - 24' (18±)

No. 4 - Vehicular Lift Cost Per Foot (See BPR memo 12/22/58):

Trucks - $0.0003170
Passenger Vehicles - $0.0000605

No. 5 - Annual Additional Lift Cost:

Trucks - $18,327.00
Passenger Vehicles - 31,480.00

$49,807.00 - 35,564.03 yr.

Equivalent Capital Investment 3% Interest = $1,285,000.00 - 914,242

Also, in 50 year bridge life extra lifts will cost road users nearly 2-1/2 million dollars plus the $708,000 original capital investment.

1 3/4 million (plus)

9-3-59

(Information received from Mr. Hall, Regional Office by phone)

PUBLIC HEARING

NEW HIGHWAY BRIDGE ACROSS WILLAMETTE RIVER
AT PORTLAND, OREGON

Held at

STATE OFFICE BUILDING
Portland, Oregon
2 September 1959

COL. WINEGAR: Ladies and gentlemen, I am Colonel Winegar, Portland District Engineer, Corps of Engineers. I would like first to introduce the people who are with me today. Right next to me is Mr. Al Cover of our Operations Division; Mr. Ragsdale, Chief of our Operations Division; Mr. Lisle, who is handling our recording; Mr. Harshberger, our Northern Project Engineer; and Mr. Dodge from our Engineering Division.

The Federal Laws for the protection and preservation of the navigable waters of the United States require the approval of the Chief of Engineers and the Secretary of the Army prior to the creation of any obstructions to their navigable capacity. New bridge construction is one of the things which require prior approval. This public hearing has been called to review plans for a bridge to be constructed across the Willamette River at Portland by the Oregon State Highway Department. The purpose of this hearing is to secure the views of navigation companies and others whose interest may be affected by the bridge clearance proposed, and by the location of the structure. There may be some present who are interested in aspects other than navigation, such as perhaps land traffic or property values. Such concerns are not pertinent to the purpose of this hearing.

The plans submitted by the Oregon State Highway Department for approval show a fixed bridge providing a horizontal clearance of 325 feet and

a vertical clearance of 96.7 feet above low water, and 72.7 feet above normal high water. With a flood of the 1948 magnitude, which is about 30 feet above low water, this of course would provide a vertical clearance of 66.7 feet.

I wish to read at this time a policy statement of the Federal Government concerning clearances on navigable channels. This is the policy, and I quote: "Bridge clearances should provide for probable future navigation needs, but should not be required for extremes in waterway traffic unless essential to national defense or unqualifiedly required for the economy of a region".

I would like to read another policy statement of the Department of Army regarding obstructions of navigation. This statement reads, and I quote: "The duty of the Department of the Army under Federal law is to prevent unreasonable obstructions to navigation and in performing this duty, the Department of the Army is acutely aware it must weigh all conflicting interests and have respect for the cost of things. Requirements of extremes of navigation such as extreme vessel heights involving a limited number of pile drivers and dredges, and navigation at extreme river stages must be justified for increased cost of construction, operation and maintenance of proposed bridge".

I wish to reiterate that in applying Department of the Army policy, my office must weigh all conflicting interests and have a respect for the cost of things. In applying this policy, I wish to mention that objections to the proposed vertical clearance have been raised by present deep-draft users of the adjacent waterway. Deep-draft vessels using the waterway between Ross Island and Hawthorne Bridges in the calendar year 1958 included one tanker, six merchant ships and six ships

for scrapping upbound and one ship for scrapping downbound. What has not yet been developed in the material that we have and what I would like these interests to bring out at this meeting is the cost involved to deep-draft users if the 96.7 foot vertical clearance bridge is constructed.

I wish now to explain the procedure we will follow for the hearing. In the interest of orderly procedure, may I request that you do not speak from the floor until you are recognized by me, and then when I recognize a particular person, I would like him to come up to the speakers stand, give his name and speak directly into the microphone. We have a rather elaborate recording apparatus over here and we would like to record what you say. If you represent some organization or group, please indicate that fact. If you have a prepared statement you may submit that, you may brief it, or you may read it in full as you desire. If you have with you a prepared statement in a number of copies, and it is convenient, we would like to have as many as five copies which would then enable us not to have it reproduced.

Mr. G. S. Paxson, Assistant State Highway Engineer of the Oregon State Highway Department will be the principal speaker for the State of Oregon. I will ask him to make an explanation of the purpose of this structure, after which I will call on all others who have indicated on their attendance cards that they wish to make a statement. Mr. Paxson.

MR. PAXSON: Thank you, Colonel Winegar. I am Glenn S. Paxson, Assistant State Highway Engineer representing the Oregon State Highway Department at this hearing. The subject of the hearing, as the Colonel has said, is to consider the application of the Oregon State Highway Commission for a permit to build a highway bridge over the Willamette

River approximately midway between the Ross Island Bridge and the Hawthorne Bridge here in Portland. This bridge is a necessary link in the Interstate Highway No. 5, known to most of you as U. S. 99 at the present time, which in Oregon extends from the California line on the South to the Washington line on the North near the City of Vancouver. The bridge connects the Baldock Freeway, which is now under construction on the west side of the river, with the east bank Freeway for which we have in the past been purchasing rights-of-way and which we hope, with the favorable action of Congress on Monday, to get into construction in the very near future. These two freeways - the Baldock Freeway and the East Bank Freeway - are parts of the interstate highway system. This project has been given a very thorough study over the period of quite a few years. We have considered alternate locations, grade lines, interchange arrangements, and have estimated both the cost of construction on these and the service that these connections in these locations would give to traffic.

The plan as shown on the maps here on the board in front of you represent the best solution of the problem of connecting our interstate highway systems to the metropolitan area that we believe can be developed. The structure over the river is to consist of a series of double-deck steel trusses, carrying four lanes of traffic east bound on the upper deck and four lanes west-bound on the lower deck. The total roadway width on the east deck is 57 feet which provides four 12-foot lanes with 3 foot of curb clearance on the left and 6 foot on the right, and has a place for parking disabled vehicles out of ordinary traffic and for any emergency.

There are four spans in the river crossing itself, with three piers in the navigable part of the river on the main channel of the river and

one pier at each end which is to back up the harbor lines on each shore. The pier spacing is shown on the sketch at the left hand side of the board in here. It provides for, in the first span, 275 feet of which 248 feet are on the stream side of the harbor line. The second span is the main span for navigation as we propose it, and provides a clearance of 325 feet between faces of piers and the third span provides 276 feet between piers. The fourth span on the east shore provides 196 feet from the harbor line out toward the first stream pier from the east. The vertical plane in clearances range from 80.9 feet at the east harbor line and 89.6 feet at the west harbor line, rising to 96.78 feet over the central 200 feet of the main span, which is the second span from the west bank of the river.

We have held conferences, several of them, regarding this project. One of them an open conference here in Portland which many people attended, the second conference with navigators, tugboat men, Port of Portland, and with the Pilots Association who handle the deep-draft shipping in the harbor.

The State's request for a permit shown here bears the approval of the Port of Portland through it's President and through it's Secretary. The City of Portland has been associated with us quite closely in the planning of all this interstate highway work in the City of Portland. The operators of tugboats in the harbor at this conference raised no objection to the plan which we propose.

This bridge will be about midway between Hawthorne Avenue and the Ross Island Bridge. The Hawthorne Avenue Bridge has a vertical clearance of 50 feet with the draw closed and 160 feet with the draw open above mean low water. The Ross Island Bridge immediately above this structure

has a clearance of 120 feet at the center with only 38 feet at the piers. I don't know offhand just how wide a channel this 120 feet is comprised of. I presume it will show in the War Department's file of permits.

We have made studies of a proposed bridge here at the Marquam site which is this bridge that we are making application for, raising this clearance to 120 feet to match the clearances provided by the Ross Island Bridge. It is possible to do that, but the cost both in the construction and in the operation of highway traffic in our mind far outweighs any inconvenience or restriction that will be imposed on navigation using the river. The vertical clearances of 96.7 feet proposed by the State will pass any tug or barge navigation using the river without restrictions. Between June of 1955 and December of 1958 there were 36 ships in the records we have been able to find using the river above the Hawthorne Bridge. One of these was a tanker which would dock downstream from the proposed Marquam Bridge, between Hawthorne Avenue and the Marquam. Now only four of these ships of these 35 not counting the tanker could not pass the proposed bridge at low water from the mast size that we have been able to get from the records of the Pilot's Association. Seven of these would not pass the proposed bridge at a 10 foot stage of water. In going back over the stream records we find that the river level is at or below this 10 foot stage for 58% of the time. In addition to ships loading cargo, and these that I'm talking about are ones that went up to load cargo on the docks above, there are seven ships brought to the area for scrapping during these four years of 1955 to 1958. It would have been necessary to remove part of the mast on four of these to pass under the bridge. A careful estimate of the added cost of construction to provide this 120 feet of clearance was made. The added construction

cost, from our estimates, would be $708,000 for this additional height. That is not all in the navigation span, of course, that we are talking about here because it also affects the approaches at each end of the structure. Those costs, from our estimates, would increase the west approach costs some $245,000, it would increase the cost of the river spans $291,000 and on the east approach $172,000, bringing up the total of $708,000 additional costs.

Our traffic studies show that by 1975, which was the original target date for completion of the interstate system, the estimate of the average daily traffic across this structure would be some 66,000 vehicles. The added 23½ feet, based upon this 120 foot clearance that we estimated as an alternate, the rise and fall of the structure would mean lifting this tremendous volume of traffic by that height every day. Costs based on operation are of course rather interesting, but they are there. I can't give you any firm and fixed figure for those costs, but they are very considerable. We believe firmly that the plan which we propose here for the 96.5 clearances is to the best interests of the State, the City, the interstate traffic and to the city traffic, which will make up a large bulk of the traffic cross entries that will use the structure, and that the service to this highway traffic will outweigh any inconvenience, interference or restriction upon the relatively small navigation that will use the river above this structure.

That is all of our formal presentation, Colonel. I would be glad to answer any questions you might have - - to the best of my ability. Thank you.

COLONEL WINEGAR: Mr. John J. Winn.

MR. WINN: My name is John J. Winn, Jr. I am General Manager of the Port of Portland Commission. It is my pleasure to appear at the public hearing for the purpose of advising the Corps of Engineers of the views of The Port of Portland regarding the Marquam Bridge.

The Port of Portland has been vitally interested in navigation and the development of waterborne commerce in Portland's harbor since its inception in 1891. The Port's responsibility includes the maintenance of the harbor and ship channel to the sea in cooperation with the Corps of Engineers, and it has been delegated the authority of the State in this area.

At its regular meeting of July 13, the Port of Portland Commission voted to approve construction of the Marquam Bridge at the dimensions of 96.5 feet vertical clearance above low water and 325 feet horizontal clearance between the bridge piers in the navigation channel. This approval was based on studies conducted by the Port which indicate that the proposed bridge will not interfere with or restrict future tug and barge traffic, and that while the bridge will, to a certain extent, interfere with deep draft ship movements, there is not a sufficient amount of deep draft shipping in this portion of the harbor to economically justify increasing the vertical clearance of the structure.

On June 25, 1959, the Port of Portland called a meeting of the various interests including representatives of the tug and barge operators, river pilots, city, county and state road departments, to discuss the proposed bridge and its effect on existing traffic and waterborne commerce in the river at this point. It was the consensus at that meeting that no serious restrictions would be imposed on river navigation other than the already acknowledged limitations which will be imposed on the movement

of large merchant ships.

It should be understood, however, the Port's approval of the 96.5 vertical clearance is based entirely on conditions present at this particular bridge site and cannot be considered to apply to any other railroad or highway bridges existing or proposed which might cross over the Portland harbor or ship channel between Portland and the Pacific Ocean.

Where a justifiable amount of deep draft traffic exists or where future developments of such activities seems reasonably assured, the Port believes that a minimum vertical clearance of 135 to 150 feet should be provided, and bridge piers should be so placed to make possible the construction of ship channels of 40 to 50 feet in depth. The distance between piers should be sufficient to permit passage of vessels of at least 100-foot beam.

There are attached to this statement minutes of the meeting of June 25, 1959, the Port of Portland Commission. Also attached is a survey of vessel traffic and waterborne commerce in the upper Portland harbor for 1958, dated April 14, 1959.

The third attached table list mast heights of 24 new designs of American-flag merchant ships, tankers, transports and demonstrates the need of 135 to 150 foot vertical clearances where deep draft navigation is involved to any great extent. The latter information was provided by the United States Maritime Administration.

While not a subject of this hearing, it should be pointed out that preliminary investigation of the bridge site indicates that certain navigation improvements may be required for unrestricted tugs and barges after the bridge is erected. Since there is no authorized Federal project in this area, we believe that the possible improvements are a matter for the Corps of Engineers to consider.

The Port has appreciated the opportunity of appearing before the Corps of Engineers for the purpose of discussing the proposed Marquam Bridge.

COL. WINEGAR: Mr. Fred T. Fowler.

MR. FOWLER: My name is Fred T. Fowler. I am Highway Engineering Coordinator for the City of Portland, and as such I am a liaison officer between the City and the State Highway Department and the Federal Bureau of Public Roads on the highway program.

This City of Portland has, by ordinance, authorized an agreement with the State Highway Department which has been signed and which covers the location of the Marquam Bridge which is under consideration at that time. That agreement does not, of course, cover vertical and horizontal clearances of piers on the river. The City Council has taken no official action in regard to those matters up to this time. Mr. Bowes, in my discussion with him in regard to this matter, indicated that the City would be governed by the action of the various groups that are using the river; such groups as the Port of Portland and the Dock Commission and the tugboat operators and others who actually care for movement of commerce on the river itself. However, he was particularly anxious that no greater height be put on this structure than absolutely necessary to care for the river traffic , because that will increase the cost to all vehicle traffic that has to use this river crossing.

I think that is all I have to say in this regard.

COL. WINEGAR: Thank you, very much. Mr. James F. Cameron.

MR. CAMERON: Thank you, Colonel Winegar. My name is James F. Cameron. I am the Assistant to Regional Engineer, Baird M. French of the U. S. Bureau of Public Roads.

Mr. French was unable to be here this morning as much as he would have liked to. Likewise, Mr. Paul F. Royster, Assistant to the Federal Highway Administrator was not able to be here due to an emergency assignment outside the United States. Mr. Royster had prepared a statement for this hearing, which he had proposed to deliver in person. With your permission, Colonel Winegar, I will read this prepared statement of which I have several copies, and I would like to have incorporated in the record of the hearing.

Speaking as Mr. Royster: My name is Paul F. Royster. I am the Assistant to the Federal Highway Administrator, Bureau of Public Roads, United States Department of Commerce, Washington, D. C. As a preface to my remarks, I wish to express to you, gentlemen of the Corps of Engineers, and through you to General Itschner, the Chief of Engineers, the grateful appreciation of the Bureau of Public Roads for the privilege of appearing here at this hearing. As indicated in the notice, this public hearing is concerned with a bridge across the Willamette River. Details concerning the precise location of this bridge and the navigational clearances to be provided therein are included in the notice of this hearing.

My appearance here symbolizes the close cooperative working relationships that exist between the Bureau of Public Roads, the Corps of Engineers, the State Highway Department and other public agencies in the treatment of navigational clearance problems throughout the country. Both in Washington, and in the field, representatives of the Bureau of Public Roads collaborate with representatives of the Corps of Engineers on this problem on an almost day-to-day basis. I wish to assure the people of the Portland area that all of the agencies of government concerned with the bridge clearance problem--Federal, State and local--

are striving wholeheartedly to find a solution in each case which serves the over-all public interest.

Most of the people present at this hearing are aware, I am sure, that several years ago the Chief of Engineers issued a policy statement on the subject of bridge clearances. That policy statement provides in effect that bridges across navigable waterways should not impose unreasonable obstructions to navigation; nor should navigational requirements impose unreasonable costs in highway bridge design, construction, maintenance, operation and use. Everyone present at this public hearing can be assured that the Bureau of Public Roads wholeheartedly supports and indorses that policy of the Chief of Engineers.

My appearance here is within the framework of that policy. As an agency charged with the administration of public funds entrusted to our care, the Bureau of Public Roads has a continuing duty to insure that those funds are expended with efficiency and economy from an over-all point of view. In the fulfillment of that responsibility, we feel obligated to state our views at public hearings like this one, in order that the Corps of Engineers may have the benefit of information we can supply in arriving at a sound decision. We also believe that as a result of hearings like this one the general public may be better informed as to how different agencies of the Federal, State and local governments work together toward resolution of interrelated problems which affect their respective programs.

Although the Oregon State Highway Department has applied for the permit to construct this bridge, the proposed bridge is on the National System of Interstate and Defense Highways. The Congress by law has restricted the mileage of this System to no more than 41,000 miles.

However, the importance of this System is evidenced by the fact that although it makes up only slightly more than one percent of the total road mileage in the United States, it will carry more than 20 percent of all highway traffic, both rural and urban.

This System was named the "National System of Interstate and Defense Highways" by the Congress because of its significance to the peacetime economy and to national defense. Routes on this System were selected by the State highway departments and the Bureau of Public Roads in consultation with the Department of Defense. The specific bridge being planned here is a major link in the routes of this System which serve the Portland area. It is extremely important to peacetime highway traffic needs of this highly industrialized area and to national defense.

Information is available as to the effect of navigational clearances on the cost of the proposed highway facilities. If, in its study of this application, the Corps of Engineers should need any additional information, you can be assured that the Bureau of Public Roads and the Oregon State Highway Department will be happy to furnish it.

There are a number of reasons why a fixed bridge with no greater navigational clearances than are proposed in the pending application should be constructed here. First of all, taking into account the defense importance of a bridge here, a movable bridge would be much easier to sabotage than a fixed bridge. Anyone familiar with the design and construction of bridges can readily appreciate that if reliance of waterway transportation is based upon the opening of movable bridges during defense emergencies, waterway transportation can be frozen simply by having someone sabotage the operating mechanism on a movable span when it is in closed position. On the other hand, if the

movable span should be in open position when it is sabotaged, the entire area would be frozen from the standpoint of highway transportation. Similarly, if a movable span should be sabotaged in a partially opened position, neither waterway transportation nor highway transportation could move. This is one of the critical reasons why--from the standpoint of national defense--the Bureau of Public Roads has adopted the policy of being opposed to movable bridges on the Interstate System.

Secondly, movable bridges are inconsistent with the purposes for which the Interstate System was established by Act of Congress. Congress gave the Bureau of Public Roads and the State highway departments a directive to develop and construct a highway system designed to meet the 1975 highway traffic requirements. When this system is completed, and when people can move across the length and breadth of the land at speeds of 45 to 50 miles an hour in urban areas or at even greater speeds in rural areas, drawbridge openings will become practically intolerable. Besides being traffic hazards, they could well become great obstacles of highway safety.

There are at least four other compelling reasons why, in our judgment, the proposed vertical navigational clearance is reasonable for navigational needs and in the public interest.

First of all, only a very few vessels would be restricted here. On some of these restricted vessels hinging or modification of a mast apparently is all that is needed. There is considerable evidence already available in the files of the Corps of Engineers to demonstrate the reasonableness of hinging or modifying of masts from the standpoint of relative ease of accomplishment and of cost. Waterway interests well know of many examples where masts have been hinged or modified here in

the United States and abroad. If more specific information is desired on this point we will be glad to furnish it.

Secondly, waterway transportation is no longer of the relative importance to the over-all economy that it was in years gone by. Waterway transportation now ranks fourth in intercity ton-miles and passenger miles, and it is now fifth in mileage of transportation systems.

The third reason is concerned with the financing of the navigational increment to the cost of this bridge. As waterway users well know, regardless of how much more a bridge may cost for the sole benefit of navigation, that entire added cost is borne by taxes paid directly by highway users. The over-all bill of course is ultimately borne by the general public in the taxes it pays, in the cost of the goods it consumes and in the price of the services it receives.

It is generally recognized that people are less inclined to request extravagant public expenditures under a tax system which requires them to pay directly for the special services they desire. We doubt that the few waterway users who desire extreme navigational clearances here would be so active against those being proposed here, if they were to be required to bear the full navigational increment to the cost of a bridge having the additional clearances they advocate.

The absence of such a tax system places the Corps of Engineers in a common stewardship with us in respect to the handling of the public funds expended in the navigational increment to the cost of bridges. In other words, although the funds used toward providing navigational clearances in bridges are not paid directly by waterway users and are not appropriated to the care of the Corps of Engineers, that agency and the Department of the Army have complete authority to influence the amount

of funds to be expended for such purposes.

In the fulfillment of our part of this common stewardship, we in the Bureau of Public Roads and the State highway departments have a duty to point out in these public hearings like this one how much our program costs are affected by different navigational clearances. In fulfilling its part of this common stewardship, the Corps of Engineers carefully reviews all the facts received from highway interests, navigational interests and other sources, and determines whether the navigational clearances being proposed are reasonable.

We in the Bureau of Public Roads are confident that in arriving at its decision as to the reasonableness of the navigational clearances being proposed, the Corps of Engineers will treat the public funds appropriated by the Congress to the Bureau of Public Roads with the same degree of care as if the funds had been appropriated by the Congress directly to the Corps of Engineers. We in Public Roads would be assuming a responsibility which belongs to the Corps of Engineers if we were to say how much more any bridge should cost because of the navigational clearances involved. We do not desire to have that responsibility.

The Corps of Engineers, like the Bureau of Public Roads, is responsible under general laws and executive directives to achieve efficiency and economy in program performance. The various interests appearing at this public hearing can be assured that the Chief of Engineers and the Secretary of the Army in Washington are fully aware of this responsibility as it applies to their decisions on bridge clearance matters.

Fourth, any financial loss which any business upstream from the proposed bridge indicates they might suffer because of the limitation on vessel heights resulting from the proposed vertical clearance obviously

would need to be carefully examined.

If it is found that there is a need to bring some few ships that require a clearance greater than that proposed to the scrap yard at the bridge site, those few ships could be modified at a very nominal cost to clear the bridge. This would be no problem on those ships that are being towed to the yard for scrap for they are being dismantled anyway. In addition, it may very well be that an economical method of loading the ships below the bridge will be found.

It should also be kept in mind that even if, and this is a very remote possibility, it is determined that these vessels cannot be brought to the site above the bridge, it is obvious that this operation will be carried on at another site. In such a case, the loss suffered would be limited to the net difference in cost at the two sites and not the total loss of business at this particular site. The difference in cost is all that can properly be charged against the bridge.

The basic concept includes "consideration of all effects, beneficial or adverse, short-range or long-range, that can be expected to be felt by all persons and groups in the project's entire zone of influence". This basic concept is spelled out in a report of the Subcommittee on Evaluation Standards, Interagency Committee on Water Resources, entitled "Proposed Practices for Economic Analysis of River Basin Projects", published originally in 1950 and revised last year. It is generally known as the "Green Book". Everyone present at this hearing should realize that the Corps of Engineers was ably represented on the group which prepared the original and revised versions of that report. Officials of the Office of Chief of Engineers in their treatment of bridge clearance problems make reference to the application of the basic

concepts set forth in that document. I have several copies of the publication available for the record.

In the light of the foregoing, the Bureau of Public Roads respectfully petitions for approval of the application by the Chief of Engineers and the Secretary of the Army.

COL. WINEGAR: Thank you, Mr. Cameron. Mr. Nathan L. Cohen? Mr. Thomas P. Guerin.

MR. GUERIN: Colonel, gentlemen. This is a statement of the Commission of Public Docks, City of Portland relative to the proposed bridge, commonly known as the Marquam Bridge.

COL. WINEGAR: Sir, for the record, would you announce who you are?

MR. GUERIN: My name is Thomas P. Guerin. I am General Manager of the Commission of Public Docks of the City of Portland. As I said, this statement is the statement of the Commission of Public Docks relative to the so-called Marquam Street Bridge which is proposed for the Willamette, addressed to the District Engineer, Corps of Engineers, Portland. Dear Sir: The Commission of Public Docks, at its regular meeting on Tuesday, September 1st, formally considered the proposal to construct the above bridge.

Upon due consideration, the Commission decided its position as follows:

1) The Commission is in full accord with the location.

2) The Commission is also in full accord with the proposed horizontal clearance of 325 feet in the navigation channel.

3) As to height, the Commission takes exception to the proposed clearance of 96.7 feet above low water which it does not consider

adequate.

Representations were made to the Commission at its meeting by interests of the City, I should say perhaps within the City, depending upon deep water transportation to the area involved. These representations indicate that the deep water transportation to the area involved and upon which these interests depend will be most seriously impeded, if not rendered completely impossible, by construction of the bridge at the proposed height. The Commission of Public Docks believes that Portland's position as a major seaport requires that all aspects of its water transportation be fully protected and be kept free of any obstructions whatsoever. The Commission believes due consideration of Portland's position as a seaport must, as well, give consideration to the question of river transportation in the form of barging, etc. No seaport or other area enjoying the tremendous advantage of water transportation on a magnificent river system can afford any obstruction, whatsoever nature, to that system.

The Commission of Public Docks believes that a sound and consistent view must conclude that the present and future of our water transportation is best protected by holding all bridges at the vertical clearance now established by existing fixed spans. I would like to verbally clarify that statement. Not all bridges, but those above the bridges that are presently movable span bridges. All bridges with a vertical clearance now established by existing fixed spans and that no reduction in those vertical clearances should be made. In this instance the Ross Island Bridge is a case in point.

The Commission of Public Docks therefore urges the Portland District Engineer of the Corps of Engineers to:

a) reconcile his approval of the vertical clearances of the proposed bridge with the existing deep water access to the area and to insure the broad navigational interests of Portland are supported.

b) to approve no vertical clearance in the proposed bridge that will in any event be less than the existing Ross Island bridge.

Respectfully submitted, The Commission of Public Docks.

I would like to add a remark or two to that, Colonel, if I may. Relative to the question of users of the river and various costs, it is the feeling of the Commission that this question of costs of river transportation is a very broad one in the economy of the area. The Commission's position is now, and always has been, that the transportation advantage of an area must be protected in order to provide that the ability of our producers, commodities, products that we sell in the open market, and the ability of our people to buy raw materials and finished goods on the open market for consumption here are those that truly profit by economical transportation, and that therefore it is the broad interest of our producing and our consuming problem with respect to the markets of the world that profit by the retention of the natural advantages of transportation that our area enjoys. Thank you, Colonel.

COL. WINEGAR: Mr. Chester J. Irelan.

MR. IRELAN: Colonel, gentlemen. My name is Chester J. Irelan. In the absence of General Walsh and Waldemar Seton who could not attend this meeting, I was requested to present the protest of Portland General Electric Company to the present proposed clearances of the Marquam bridge.

I will not read Mr. Seaton's prepared letter to the Colonel, but I will briefly state our two positions, or our two reasons for protest.

One, is personal with the company. We have expended a considerable amount of money in constructing a storage tank for oil with a capacity of some 96,690 gallons on the east bank of the Willamette River slightly above the proposed east approach of the Marquam Bridge. We plan to build two additional storage tanks of similar capacity. The one tanker that was mentioned as having navigated above the Hawthorne Bridge in the last few months was brought up there to service or to discharge oil into this present storage facility of the company. In the future we expect to materially increase that traffic of tankers.

Now then, the proposed location of the most easterly pier of the proposed Marquam Bridge would materially interfere with the docking of a tanker. The proposed clearance at that point is 80.9 feet above low water, we would like the clearance to be a minimum of 110 feet at that point to allow the docking of tankers.

The second protest, and here I will read one paragraph of Mr. Seton's letter, concerns our feeling for the development of the area in general. Nothing personal with the company. I quote: "The vertical clearances proposed are less than those of the upstream Ross Island Bridge and would, therefore, impose a limitation and bar to extension of deep sea-going vessels above the proposed bridge site, thus imposing forever a limitation on expansion in the Willamette River of ocean vessel facilities and substantially reducing the river front now available for such development. It would curtail the development of a Federally authorized navigation project".

Portland General Electric Company protests the clearances and would be satisfied with a clearance of 130 feet, which we understand is the clearance of the Ross Island Bridge. Thank you.

COL. WINEGAR: Captain Homer T. Shaver.

CAPT. SHAVER: Colonel Winegar, members of your staff. My name is Captain Homer T. Shaver, and I am here representing the Portland Steamship Operators Association, as Chairman of its Rivers and Harbors Committee.

The Portland Steamship Operators Association is composed of deep sea operators that bring their ships into the Columbia River and Portland harbor. It has already been brought out here by statements that have been made that vertical clearances as far as this proposed bridge is concerned will obstruct deep sea navigation. The Portland Steamship Operators represent vessels that have been up above the proposed site and intend to go above the proposed site, if the business warrants it and the cargo is there. They are very much interested in not having the clearances obstructed as far as deep sea operation is concerned. They feel that there should be no restriction any less than the present Ross Island Bridge.

We have found, in the past, with certain bridge restrictions that have taken place, that we have given way to in the navigation interests and were told that there would be no further call for higher vertical clearances on the river, and fixed spans have been put in, and it was only just a short while after that that we had to make arrangements to barge or get smaller equipment to bring the cargoes down river to the deep sea ships or to other plants. We feel in this case that it's quite important for Portland's own harbor and for Portland's deep sea traffic, which is very, very important to the Port of Portland that we should not have restricted vertical clearances. Colonel, I want to say for the record right now, as far as the Portland Steamship

Operators are concerned, that they are very, very much interested in any future obstructions of bridges across Portland harbor. I think Mr. Winn made the statement for the Port of Portland which we certainly back up, and I think also for the record, that we should be very sure of the understanding of what maritime commerce means to Portland, and we certainly don't want felt by the Government bodies that maritime interests don't pay their own way and don't add to the economy of the area. We are in a position where we feel that we are very important to the whole Pacific Northwest as far as maritime commerce is concerned and we're going to be very jealous about any obstructions as far as navigation is concerned. Frankly, we would like very much to have you build subways under the river and not bridges over them. Thank you.

COL. WINEGAR: Leonard R. Shaver, Jr.

MR. SHAVER: Colonel Winegar, members of the U. S. Engineer hearing on the proposed Marquam Bridge. My name is Leonard Shaver, Jr. I am here today as Chairman of the Columbia Basin River Operators. There are two questions, of course, involved in this hearing. The location of the piers and the height of the structure. The tug and barge operators have studied the plans and they feel as far as the location of the piers that they are certainly satisfactory for both tug operation, barge operation and the towage of logs through this particular stretch of the river.

The question, of course, seems to be before the hearing of the height of the structure that is in dispute. Now as far as direct effect on the tug and barge operators, they do not have a large volume of traffic that would directly effect them as far as the height

that is proposed at this hearing. However, there are various tug operators who participate in the assistance of docking and berthing of ships and they do feel that there would naturally be a direct loss to them in the movement of the seagoing vessels which have to come to this area. That volume, of course, will be supported by those operators such as Portland General Electric and Zidell's who are planning on having large sea-going vessels in that area. That is the direct loss to them and the indirect loss to the tugboat operators. Therefore, in that portion, we believe that the Board here should give careful consideration to the possibility of additional height for this structure.

COL. WINEGAR: Flora Newman. - - Rodney D. Stevens. - - Nathan L. Cohen.

MR. COHEN: Colonel Winegar. My name is Nathan Cohen. I am an attorney, and I am here speaking on behalf of the Zidell Machinery and Supply Company and various affiliated enterprises. We are speaking extemporaneously here, but I would like to reserve the opportunity to present a written memorandum in support of our position, and we feel that we can present this memorandum to you in the next two or three days.

Briefly I'd like to set forth the position of Zidell enterprises and after I have set forth the position, I would like to call Mr. Emery Zidell and also Mr. Neumeister to set forth some of the details.

The position of the Zidell enterprises is that they vigorously oppose the bridge as presently proposed and in lieu thereof offer no objection to a bridge with a height comparable to that of the Ross Island Bridge. I might point out that at the time of the construction

of the Morrison Street Bridge the Zidell enterprises were encouraged to spend substantial sums of money in that particular area. They have constructed large docks in anticipation of the development of future business. In 1956 they suffered very severe and extensive damage to their facilities on the waterfront by reason of fire. Notwithstanding that fact, they repaired and rebuilt and constructed much more satisfactory dock facilities in anticipation of continued future development and the use of that area for shipping purposes. As local residents may well be aware, the Zidell enterprises include the activities of receiving vessels from Government and other sources for wrecking purposes at its facilities and thereafter shipping the metals and materials from those vessels in many cases in deep draft ships to places all over the world.

There have been a few comments made as to the problems which will be confronted by Zidell's enterprises. One comment was made to the effect that the additional cost would be approximately $703,000. Figuring interest at 6% a year, that means the additional interest cost to the public of $42,000 a year roughly. Zidell enterprises in itself would suffer by reason of the imposition of this low bridge an annual burden in excess of $42,000 per year.

I wish also to point out the fact that Zidell enterprises is not alone in the activities along the waterfront. A comment has been made by a prior speaker to the effect that unless apparently Zidell enterprises, and they have spoken as though Zidell enterprises were the sole operators in that area, could show that their additional costs would exceed the additional cost of construction of the bridge to the public, that their situation should be disregarded. I do not

believe that is a proper policy for any Governmental agency to take and unless one individual operator suffers more loss than the entire public might perhaps be anticipated or expected to assume, that that particular operator should be completely disregarded. Zidell enterprises pays a substantial sum of taxes to every Governmental agency in the area, and should not be disregarded solely on that cause by the reason that so far as the figures which were presented apparently, and we take issue with those figures, we alone will not suffer more loss than the cost of the increased bridge.

I further wish to point out that if this low bridge is placed here that the result is an irrevocable result. Once you go through surgery you cannot replace the lost organ, at least not at the present stage of medical development, and that would be precisely the situation here. The figures with respect to shipping which went up to Zidell are embraced primarily in a period during which the metal scrapping business was somewhat in a depressed stage. That situation, as the Government is releasing more ships, is increasing and the subsequent speakers will point out the figures were not completely accurate, and the Zidell enterprises anticipate that there will be substantial increase in volume of business.

We, therefore, heartily recommend that the recommendations of the Portland Dock Commission, which takes a broad view, they are not interested in Zidell enterprises exclusively, but the entire area be given serious weight. Once this bridge is placed there, a substantial portion of the Portland area waterfront, which will irrevocably be eliminated from future development for deep water shipping of the type which presently is used, and it is anticipated will substantially increase.

At this time I would like to ask Mr. Emery Zidell, who is an officer

of Tube Forgings of America, another development down at the waterfront and also is an officer of the various Zidell enterprises, who would like to make a few comments.

MR. ZIDELL: Colonel Winegar, Staff, ladies and gentlemen. Prior to endeavoring to express my various companies' personal viewpoints and problems concerning the low bridge, I would like to comment that this low bridge, which is presently being planned, is contrary to our present Government's position, particularly the present Governor who has just completed an extensive trip endeavoring to acquire substantial industry for our state, by virtue of the fact that this bridge would eliminate upstream traffic, consequently stopping whatever potential development of the land above the Ross Island Bridge for large industry. There would be little if any potential possibility to use the sites for industry up above the proposed Marquam Bridge because of its low span, and not allowing the deep draft ships to enter.

In regards to our business interest,at the moment I would like to take the liberty of speaking for Tube Forgings of America,relatively new corporation, speaking for the stockholders, president and general manager, I'd like for you to know that we are forced to bring our steel in from the East Coast. We bring it in by water. Prior to this companys' being founded, we discussed it to some length with United States Steel interests and others as we grow, if the potential possibility exists whereas they would entertain a proposition to deliver to our own companys' facilities by water, steel which this corporation will ultimately need. Pleased to advise that this industry looks as though it may be a leading industry in the State of Oregon. Consequently, the employment picture should look very bright and further employment issue is excellent. We are presently

bringing some labor forces in from various parts of the world to supplement the labor here in our State which doesn't presently have the know-how for this particular type of industry. There again, if this low bridge is allowed to go in, we would cease to be in a competitive position by virtue of the fact that we would have to haul our steels from downstream to existing facilities, thus creating a very decided handicap from the competitive position.

Being an officer of the Zidell Explorations Company, who are about to sign a contract with the General Construction Company for a very substantial expenditure on additional dock site, crane facilities, miscellaneous other facilities far too numerous to mention at this given moment, for the sole purpose of dismantling ships of various nature. For the general benefit to those of you in this room who are not familiar with the Federal Government's policy, I would like to inform you that the United States Maritime Commission, Department of Commerce, have an active program which will go on for approximately five years whereas upward of 1,000 liberty ships and other such craft or ships are to be dismantled, creating raw materials for our steel mills throughout the world, labor, various business at various levels.

Further, this particular corporation is presently handling approximately 60 to 70,000 tons per annum based on 1956-1957 and 1958, which were the worst periodsin the ship dismantling business and the scrap industry in perhaps the last 30 odd years. In line with this program as previously indicated, one of the reasons being for this large expenditure and development, is an order to increase the prevailing 60,000 ton average to upward of 150 perhaps 200,000 tons per annum. The reason for this present expenditure, of course, is that we have assurance from the Maritime Commission that there will be adequate ships at both Astoria, Olympia and Suisin Bay to,

in due course of time, more than supplement investment required in order to wreck approximately 30 to 40 liberty ships per annum, which in itself is about 100 to 125,000 tons.

Further, I would like to add that this particular company is presently endeavoring to negotiate with a certain civic body for the acquisition, perhaps the lease, purchase, rental of additional facilities for the same particular type of purpose, with the exception of being that the ships being wrecked at this particular site would go on board barges, barged to the Zidell Exploration's present facility, and in turn unloaded there, prepared, remanufactured, or whatever we require in this particular operation and then, of course, in turn is to be loaded on board steamers or other equitable transportation, however in this case primarily steamers. With the present plan, it would be virtually an impossibility to operate this particular type of facility, or any facsimile thereof, with this low bridge.

In addition, the above mentioned, as an officer of the Zidell Docks, Incorporated, which is a corporation solely devoted to stevedoring, this corporation consists of primarily longshoremen, who are engaged solely for the loading of various materials of various nature, and there again with the expectation perhaps of upward of 250,000 tons within a period of five years, this would have a drastic effect in regards to this corporation if not eliminate it in its entirety. Naturally, the same thing would apply to the dismantling business.

Further, this would just absolutely eliminate a payroll in the ship dismantling end of our business alone, particularly if we go ahead with this new construction phase, which we are supposed to enter into firmly

very shortly of upward of $1,000,000 per year.

It is my understanding -- I don't know how true this is -- but I have heard at various civic circles and other places as well, for every one new additional employee,any given company will employ ultimately, six others are automatically employed. I am certain others in this room or not in this room are in a better position to speak on this subject than myself. However, whether it is three or six, if we intend to employ upward of 500 people, and are forced to lay off the entire 500 staff in this particular given phase of our businesses, this will have a very drastic effect on 3,000 others if the ratio of 6:1 is true, or whatever ratio applies, it will have the same effect. There are many other things which I could comment on. I got into the meeting a bit late, and I did hear somebody comment on the fact that this bridge could be erected quite satisfactorily and the existing scrap yard or corporation, whatever the case may be, may be in a position to barge their materials down below the bridge and then load them with some type of cranes or equipment, etc. From our particular standpoint, this is short of impossible. This would naturally apply to others as well as ourselves by virtue of the fact that we must load approximately 700 tons to 1,500 tons per day in order that this particular operation is successful. The very nature of barge movement reflects that it is slow, consequently, this would hamper this operation greatly. Further, in order to load on board barges 700 to 1,000 tons per day, and in order to load upward of 10,000 tons in a given period of approximately 8 days, this would obviously require containers to hold this cargo, this scrap, this cargo running into many thousands and perhaps hundreds of thousands of dollars in capital investment to store this material in. Further, the barging companies who will be depended upon, will undoubtedly

have to have specialized equipments, many barges above and beyond what they presently have and additional equipment to go along with this. Therefore, this particular type of operation would be virtually an impossibility. Either we load materials at our existing facilities, or this business would be closed in its entirety.

I also heard somebody comment on the fact that it would be feasible to take the masts off the ships, and then bring them up the river prior to wrecking. Well, I agree that anything and everything can be done, but from a competitive standpoint it would be virtually an impossibility because the cost of taking a mast off or whatever else one would have to take off in its present site, namely the Olympic Bay fleets, the Siusin Bay fleet and the Astoria Reserve fleet would be excessive and prohibitive from the standpoint of dismantling. After all, we are handling a raw material, a commodity, the profits are very small in this particular type of thing, whereas if we were building these ships instead of destroying them, the additional 5, 10 or whatever thousand or whatever the case may be would not hamper this operation in any way, shape, manner or form. But having to go down to the present reserve fleets, where these ships are stored, and endeavor to do any dismantling with the existing facilities which are in these fleets, which I might add are virtually nothing, take them in from Portland to various shipyards -- this would certainly cease to be practical.

In conclusion, from our standpoint, this low bridge would obviously force us to move from our present facilities or if not move and acquire additional facilities to completely liquidate and retard our activities along this particular line. I thank you.

COL. WINEGAR: Mr. Alfred H. Neumeister.

MR. NEUMEISTER: Colonel Winegar, ladies and gentlemen. I am Alfred H. Neumeister, employed as General Superintendent of the Zidell Explorations. I am Zidell's stevedore.

I was born and raised in the City of Portland and I have seen this thing grow from a cow pasture where apartment houses now exist. I am always forever looking forward instead of backwards. I just don't have the hind site. But going backwards a few years, this upper harbor as it is called is very vital to the defense of this United States. In the First World War we built ships up there, and the Second World War we built ships up there. I was General Superintendent of Commercial Iron Works. We built carriers, the commencement bay type, 570 feet long, 130 feet high if you please, with their island structure, and we done a very good job.

I am also a taxpayer in the City of Portland. I am levied from my taxes, part of it goes to the Port of Portland within a certain area. I feel any bridge proposed and lower than the Ross Island Bridge is a very grave mistake and cutting our harbor in half.

We are presently loading a ship down there now. With the conditions of the river as low as it is right now, we cannot put on any more than 9,000 tons. The steamship people that own this vessel are handicapped and jeopardized. They wanted to bring 1400 tons of fuel oil up the river to put on this vessel, and I told them they could not do it at this low stage of the water, because off of our dock at the present time we have about 27 foot, 28 foot depth. They would hit bottom going down. This condition is caused by the high waters and freshets that come down the river during the years and allows the silt to settle and consequently the river shallows. The dams that the U. S. Engineers have put up there have done a lot to alleviate that erosion. Consequently we don't have to dredge near

as often as we used to. I can't think of any reason why any company, or I mean any Government body would want to go ahead and put a bridge on a lower altitude than the Ross Island. The Ross Island bridge has adequate enough clearance that ocean-going vessels have gone beyond Ross Island, if you please. I think that the name of the ship was the Philippine a fairly good load, was able to go through underneath that bridge, think the water was up about 10, 12 feet at the time. I can give you any number of reasons why Zidell Machinery, Zidell explorations cannot remain in business at the present site. These vessels, I will grant you, can go under this Ross Island, under this proposed Marquam bridge at certain times of the year, but as one gentlemen stated ocean-going ships are ever becoming larger. Who knows what the future will hold. We're thinking of the present times. There have been ever so many people mentioned, river and towboat traffic and barge traffic. We cannot eliminate ocean-going traffic. I've gone to sea a number of years, I've sailed out of that upper harbor many and many a times from Inman Poulson Lumber Company, the change of times the lumber is shifted south. The Southern Pacific Railroad Company has a water outlet in that upper harbor but they do not have at the lower harbor. It costs them, I think it is 30, $50 a car, just by hauling a trans-shipment from the south to the north end of this harbor. The reason that this development of the upper harbor is not improved as much as the lower harbor is because we have seven obstructions now and we are going to have eight. Thank You.

COL. WINEGAR: Thank you Mr. Neumeister. Is there anyone who cares to make a statement who has not submitted to me a card?

SAM ZIDELL: My name is Sam Zidell. Gentlemen, I don't know why our city is a little worse than any place in the United States of America. The United States of America has been pretty good to me. I come in as a

foreigner good many years ago. And Portland, Oregon has been very good, people been good, everybody else, were good to me. I am not looking selfishly how much money we could make, I'm past that stage of money. I appreciate it how the people accept me as a foreigner, have done very good by me, I've done very good by them. But why we Portland people, Oregon people so short minded because it is going to cost a few thousand dollars more, a few thousand dollars more to build a bridge that is going to gravitate the city of Portland and the city and the state as well. More employment we get everybody benefits by it. The Government benefits by it the state benefits by it, everybody ought to benefit by it. So why stop something. Our city is growing, maybe not as fast as, I just came from Los Angeles. I want to bring it out about other people don't stop at cost, why their cities are growing faster than ours. We have just as nice people, just as much people. So we can't see as long cost a million dollars a million and a half, sometimes its cheaper to spend two million dollars for a million dollars as as long as it brings returns. Now here we have quite a bit of river there, it is not developed. River has no big manufacturer there, up to date, it's coming better and better. The river-front is getting to be scarce, manufacturers want to come in here. We are not giving them the opportunity, we are just trying to close the door to bring them in. Not only new people to bring them in, we are trying to close up all people already here. If you want to build that kind of a bridge, we cannot operate it. Because our is too big, we have to expand to make a bigger business out of it, instead a smaller business. At the minute we have around 35 or 40 acres. Now 40 acres, the taxes is a pretty good sum of money. The employment right today is around 400 people. We should have there at least when the market comes right, the market is not right in our

business, it hasn't been in the last three years, four years. The market looks like it is going to be better. We should have nothing less than three thousand people employed. There is enough room there for three thousand people. That means the city, the payroll, we'll do the gambling, we'll do the gambling behind the merchandise. We'll do the liquidating. That's what we want to produce, people. To bring them in, in the city of Portland. To improve conditions so they can make a living that also the Government, the state is going to spend money, I don't know who spend the money on the bridge. When you are going to give convenience, you got to give convenience, if we haven't got enough money, we are going to get some people with money, and I think as I wanted some not only for myself, cause I'm done, I need a casket, in fact the Doctor told me he said I could go for another year or two. I'm not looking for myself, I'm looking for benefit for the Government, the state and the city and everybody else. Thank you.

COL. WINEGAR: Thank you Mr. Zidell. Is there anyone else now who hasn't made a statement at the hearing? I appreciate very much your coming to this hearing. Obviously with the two opposing views here I am in no position at the moment to indicate my recommendation. This will be very carefully staffed in our office and I want to point out again that I'm not the approving authority, I make the recommendation which is submitted first to the Division Engineer here in Portland then to the Chief of Engineers and finally to the Secretary of the Army, and at any of those interceding echelons the record can be returned to have it corrected if they find errors or it can be returned to have supplementary information offered or my recommendation can be reversed. Thank you very much. We have agreed to accept the statements of Mr. Cohn which he indicates he will submit in the next three or four days. Be very happy to accept any other statements,

I would be very anxious to get this on the road so there has to be a reasonable time. I would say that if they are not in within the week we wouldn't have time to consider them. That concludes the hearing, thank you very much.

RECEIVED
JUL

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND 5, OREGON

NOTED
W. C. WILLIAMS

NPPKS-4
NPP 285/70a(Will.Riv.-Bridge)-9

24 July 1959

NOTICE OF PUBLIC HEARING

The application of the OREGON STATE HIGHWAY DEPARTMENT, Salem, Oregon, for a new highway bridge across WILLAMETTE RIVER at PORTLAND, OREGON, will be considered at a public hearing on the subject, to be held by the undersigned at 10:00 a.m. on 2 September 1959, Room 36, State Office Building, 1400 S. W. 5th Avenue, Portland, Oregon.

All interested parties are invited to be present or to be represented at the above time and place, particularly the officials of any county, city, town, or local association whose interests may be affected by the proposed work. They will be given opportunity to express their views as to the suitability of the location and the adequacy of the plans in reference to navigation and to suggest changes considered desirable.

Oral statements will be heard, but for accuracy of record all important facts and arguments should be submitted in writing (5 copies), as the records of the hearing will be forwarded for consideration by the Department of the Army. Written statements may be handed to the undersigned at the hearing or mailed to him beforehand.

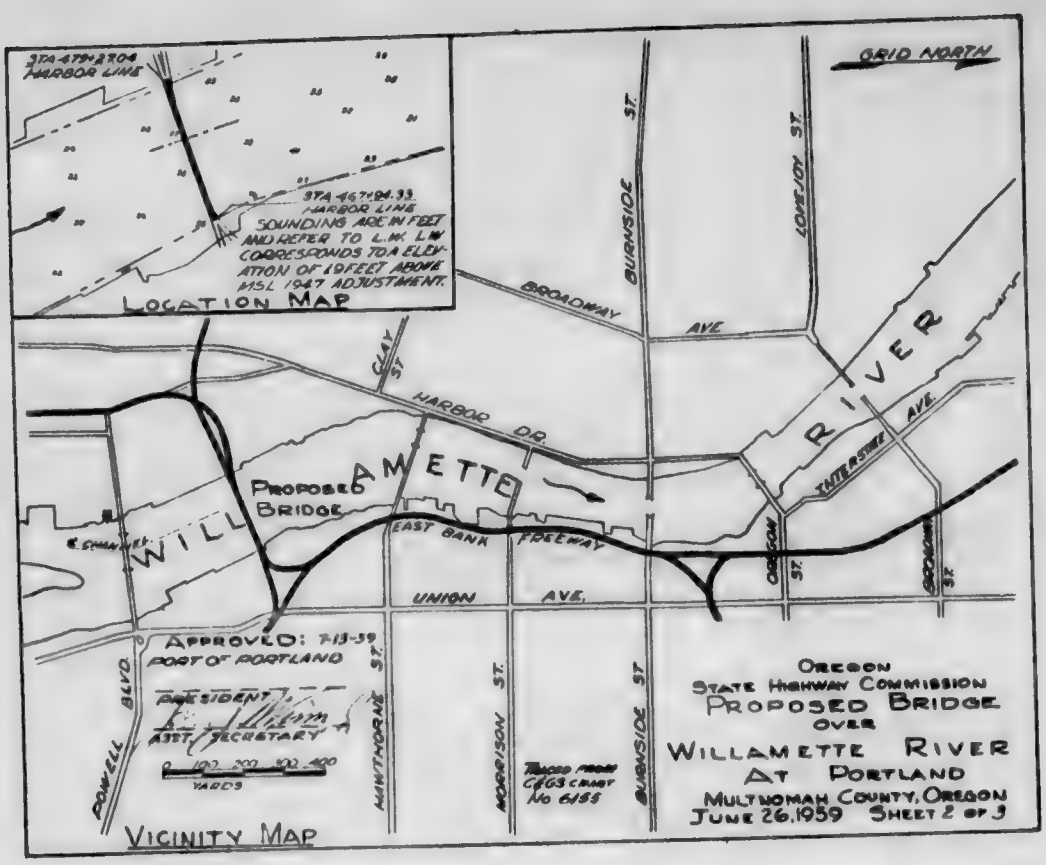
The plans submitted by the applicant show the proposed bridge to be approximately 950 feet downstream from the existing Ross Island bridge. It is proposed to construct a FIXED bridge with five spans to provide a horizontal clearance of 325 feet in the navigation channel. Vertical clearances proposed are as follows:

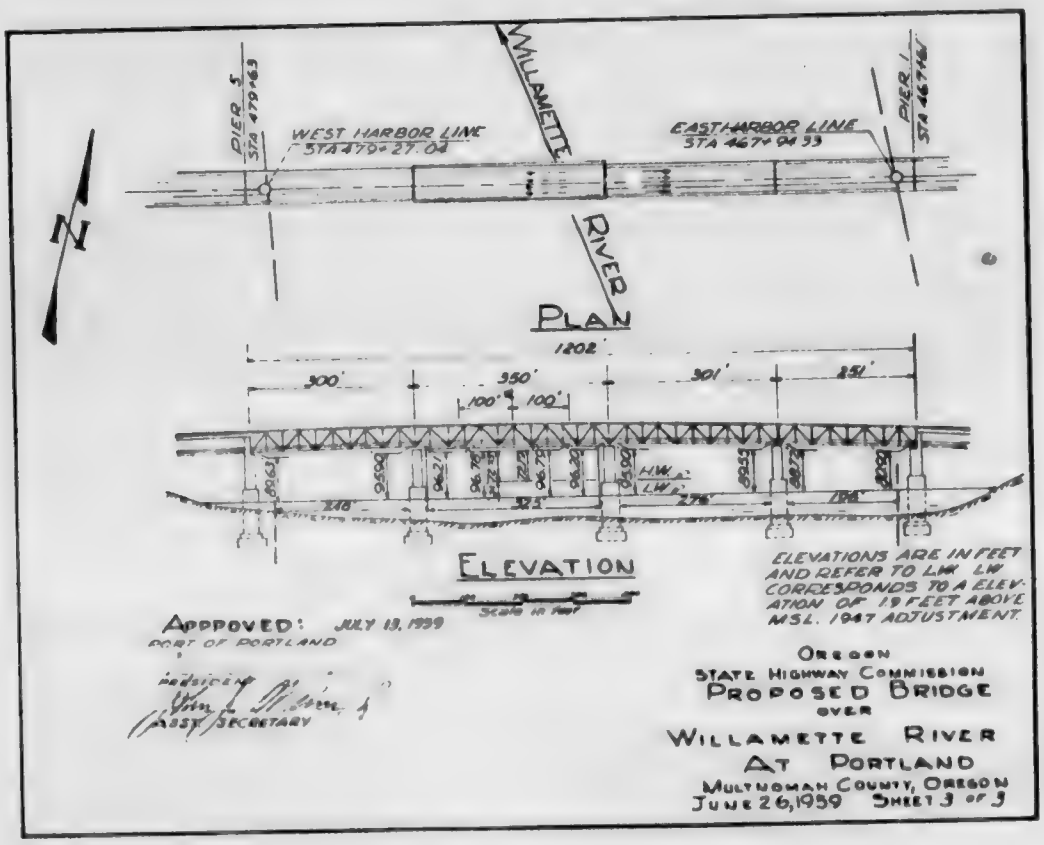
Above low water	96.7 feet
Above high water	72.7 feet

Plans showing the location and clearances of the bridge are shown on the reverse side of this notice. Additional information may be obtained from this office.

W. L. WINEGAR
Colonel, Corps of Engineers
District Engineer

NOTED
ALLISON


STA 479+27.04
HARBOR LINE
STA 467+94.33
HARBOR LINE
SOUNDINGS ARE IN FEET AND REFER TO L.W. LW CORRESPONDS TO A ELEVATION OF 19 FEET ABOVE MSL 1947 ADJUSTMENT.
LOCATION MAP
GRID NORTH
BURNSIDE ST.
LOVEJOY ST.
BROADWAY
AVE.
CLAY ST.
HARBOR DR.
WILLAMETTE RIVER
PROPOSED BRIDGE
E. CHANNEL
EAST BANK FREEWAY
WHITE STACK AVE.
OREGON ST.
BROADWAY ST.
UNION AVE.
APPROVED: 7-13-59
PORT OF PORTLAND
PRESIDENT
ASST. SECRETARY
0 100 200 300 400
YARDS
POWELL BLVD.
HAWTHORNE ST.
MORRISON ST.
TRACED FROM C&GS CHART NO 6155
VICINITY MAP
OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH COUNTY, OREGON
JUNE 26, 1959 SHEET 2 OF 3


PIER 5
STA 479+63
WEST HARBOR LINE
STA 479+27.04
WILLAMETTE RIVER
EAST HARBOR LINE
STA 467+94.33
PIER 1
STA 467+67
N
PLAN
1202'
300'
350'
301'
251'
100'
100'
ELEVATION
Scale in feet
ELEVATIONS ARE IN FEET AND REFER TO LW. LW CORRESPONDS TO A ELEVATION OF 19 FEET ABOVE MSL. 1947 ADJUSTMENT.
APPROVED: JULY 13, 1959
PORT OF PORTLAND
PRESIDENT
ASST. SECRETARY
OREGON
STATE HIGHWAY COMMISSION
PROPOSED BRIDGE
OVER
WILLAMETTE RIVER
AT PORTLAND
MULTNOMAH COUNTY, OREGON
JUNE 26, 1959 SHEET 3 OF 3

RECEIVED
JUL 15 1959
FOR FILING

T-5-6(47)

July 15, 1959

The District Engineer
Corps of Engineers
U. S. Army
628 Pittock Block
Portland 5, Oregon

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon, at Salem, Oregon, for approval by the Chief of Engineers and the Secretary of the Army of plans for a bridge to be constructed across the Willamette River in Portland, Oregon.

The proposed bridge is approximately midway between the existing Hawthorne Avenue Bridge and the Ross Island Bridge. Legal authority for the structure is found in the General Bridge Act of 1946. Enclosed are linen tracings and four prints each from three sheets showing the plans for the proposed structure. Also enclosed are copies of an excerpt from the minutes of the Highway Commission meeting of July 2, 1959, authorizing the application, and a permit from the Port of Portland covering the structure. The drawings have been signed as approved by the President of the Port of Portland and the Assistant Secretary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attachments

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

RECEIVED
JUL 10 1959
FOR FILING

I-5-1(1)
16.33

July 9, 1959

Mr. Thomas F. Guerin
General Manager
Commission of Public Docks
3070 N. W. Front Avenue
Portland 10, Oregon

Dear Mr. Guerin:

Reference is made to your letter of July 8 commenting on the proposed Marquam Bridge over the Willamette River in Portland. I note in this letter that you refer to a vertical clearance of 119.45 feet. It is apparent that I have made some error in sending you the plan of this as the vertical clearance which we propose to use is 96.79 feet. We have made studies on many different elevations and the clearances which you mentioned correspond to one of these studies. These clearances were abandoned due to the excessive cost in increasing the height of the structure and the continuing annual cost to traffic due to additional rise and fall and steeper and longer grades. I am attaching a print showing the clearances on the 96.79-foot clearance which I would ask that you substitute for the one in your file.

I had not anticipated getting any written statement of approval of navigation interests. The conference which we had at the Port of Portland office was attended by Mr. Leonard Shaver, Mr. Meyers, Mr. Thompson and other representatives of navigation interests and by Captain Wicks of the Pilots Association. The conference was called by Mr. Winn of the Port of Portland and was attended by Mr. Fowler, representing the City of Portland. None of these gentlemen made any objections to the proposal, and I anticipate that they will appear at the formal hearing before the U. S. Engineers. We expect to file an application with the Corps of Engineers within the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams

CAPT. HOMER T. SHAVER, Chairman
RAYMOND M. KELL, Vice-Chairman
H. B. COOPER
MARSHALL N. DANA
ROBERT J. RICKETT

Commission of Public Docks
3070 N. W. FRONT AVENUE
PORTLAND, OREGON
ZONE 10
TELEPHONE CApitol 8-8231
TWX PD 309-U

July 8, 1959

Oregon State Highway Department
Salem
Oregon

Attention of Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

Subject: Proposed Marquam Bridge

Thank you for your letter of June 26 with sketches of the proposed plans for the Marquam Bridge. Your letter asks for comments from The Commission of Public Docks.

The matter was brought to the attention of the Commission at its regular meeting yesterday. From your plans we understand that in the main navigation channel in the Willamette the proposed bridge will have a vertical clearance of 119.45 ft. and a horizontal clearance of 325 ft. between piers. You inform us that navigation interests, the City of Portland and The Port of Portland Commission are, in your belief, in accord with the proposed plans.

We have not as yet attempted to ascertain the position of the navigation interests, etc., which we would wish to do before taking a position ourselves. We believe that one of your representatives told our Chief Engineer that copies of confirmation received by you from these various interests covering their attitude would be made available to us. We have not as yet received them. It would be most helpful to us if you would let us have such documentation that may be available stating the position that these various interests have taken. This might well enable us to clarify our own position prior to the expected later public hearing before the Corps of Engineers, U. S. Army.

Awaiting your further word and thank you.

Very truly yours,

Thomas P. Guerin
General Manager

RECEIVED
JUL 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON
RECEIVED
JUL 9 1959

1959 OREGON CENTENNIAL EXPOSITION AND TRADE FAIR

TPG:pj

RECEIVED
JUN 30 1959
FOR FILING

Const
Loc. J.
Munic
Portland
Marquam Bridge

June 26, 1959

Mr. Thomas P. Guerin
General Manager
Commission of Public Docks
3070 N. W. Front Avenue
Portland 10, Oregon

Dear Mr. Guerin:

I conferred with Mr. Brown of your office yesterday and went over the plans for the proposed Marquam Bridge over the Willamette River which will connect the East Bank Freeway with the Baldock Freeway. For your further information, I am sending two prints each from two sketches - one showing the horizontal and vertical clearances which we will propose to the U. S. Engineers in our application for a permit for the construction of the bridge and the second sketch showing the general location of the structure with reference to other bridges in the Portland Harbor.

We have had conferences with navigation interests, with the City of Portland, and the Port of Portland, and I believe that all of these navigation interests are in accord in their approval of our proposal. There will probably be some testimony as to property damage in the immediate vicinity, but this will be a matter which will be covered in the acquisition of rights of way for the project.

We would be appreciative of any comment which you may have concerning the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.
GSP:gm
cc Mr. W. C. Williams

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COMPARATIVE MARQUAM BRIDGE ESTIMATES *

June 30, 1959

	96.5' clearance	120' clearance	Added Cost
River Spans			
Super St.	$ 2,779,00	$ 2,779,00	
Sub. Str.	3,172,99	3,463,99	
	5,951,99	6,242,99	$291,00.00
West Approach			
Super Str.	2,784,00	2,784,00	
Sub. Str.	1,693,00	1,937,00	
	4,477,00	4,721,00	244,00.00
East Approach			
Super Str.	3,143,315	3,143,315	
Sub. Str.	1,846,00	2,018,00	
	4,989,41	5,161,00	171,00.00
Total	$15,418,10	$16,126,33	$ 8,00.00

* The totals shown are the sum of estimate sheets 1 thru 10 and are not the cost of the entire project. The portions of the approaches that are covered by the above estimate are indicated on the plan dwg.

(1)

96.5' Cl.

Form B-300 Rev.—6M—6-57

For Comparison of 96.5' & 120' Clearances

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name Marquam Bridge County Mult Bridge No. 8328

Section and station River Spans Highway

Estimate made by L.L.W Date June 30 1957 Checked by Date

Description 250 Simple Span; 300-350-300 Anchor-Cant.-Suspended
Superstructure - 96.5' Clearance
Double Deck 2-57' Roadways - 8 Traffic Lanes

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.			
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	3526	70.00	251,720
..... concrete	cu. yds.			
Metal reinforcement	lbs.	899,080	.14	125,871
..... Lumber	M. B. M.			
Structural CARBON Steel	lbs.	2,759,513	.25	689,878
Structural L.A. Steel	lbs.	2,965,008	.26	770,902
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
"T" Steel	lbs.	1,317,358	.37	487,422
Alum Pipe Rail	L FT.	4900	6.00	29,400
Subtotal				$ 2,355,193
~~Plus 10 per cent~~ for contingencies				
Total construction cost				
~~Plus 10 per cent for~~ engineering .18 7 0				423,935
Total cost				$ 2,779,000

State Printing 4718

Simple Span Plans 65' - 57'

River Span Super-structure - Double Deck - 96.5' clearance

(2) For Comparison 96.5' clearance with 120.0' clearance

120' Clearance

Form S-260 Rev.—631—8-57

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name Makquam Bridge County Linn Bridge No. 8328

Section and station River Spans Highway

Estimate made by L.L.W. Date June 30, 1958 Checked by Date

Description 250' Simple Spans; 300' 350' 300' Anchor, cont. suspended-pans

Superstructure - 120' clearance

Double Deck 2-51' Roadways - 8 Traffic Lanes

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.			
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	3596	70.00	251,720
..... concrete	cu. yds.			
Metal reinforcement	lbs.	899,080	.14	125,871
..... Lumber	M. B. M.			
Structural CAR Steel	lbs.	2,759,513	.25	689,878
Structural L.A. Steel	lbs.	2,965,008	.26	770,902
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
"I" Steel	lbs	1,312,358	.32	419,954
Alum Pipe Rail	LFT.	4,900	6.00	29,400
Subtotal				$ 2,355,193.00
~~Plus 10 per cent for contingencies~~				
Total construction cost	$			
Plus 18 per cent for engineering	18%			423,285.00
Total cost				$ 2,779,000.00

State Printing 4718

River Spans Super-Structure - Double Deck 120' Clearance

(3)

Form B-900 Rev.—636—6-57

96.5' Clearance

For Comparing 96.5' - 120' clearances

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name MARQUAM BRIDGE County MULT. Bridge No. 8328

Section and station River Spans Highway

Estimate made by L. L. W. Date 6-30-59 Checked by Date

Description 250' Simple Span; 300 - 350 - 300; Cant & Suspended span.
Sub-structure - Piers 1-5 96.5' clearance.
Double Deck 2-57' Roadways - 8 Traffic lanes.

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			530,010
Excavation	cu. yds.	2,400	10.00	24,000
Excavation below elevation shown	cu. yds.			
12 BP 73# piling. Furnish	lin. ft.	48,860	7.50	366,450
" piling. Drive	No.	1,396	60.00	83,760
piling	lin. ft.			
piling	No.			
Class A concrete	cu. yds.	18,219	63.00	1,147,797
Seal concrete	cu. yds.	8,752	30.00	262,560
Metal reinforcement	lbs.	1,458,240	.14	204,154
Lumber	M. B. M.			
Structural Steel	lbs.			
Structural Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Subtotal				2,688,720
~~Plus 10 per cent for~~ contingencies				
Total construction cost				$
~~Plus 10 per cent for~~ engineering .18%				483,970
Total cost				$ 3,172,690

State Printing 4715

River Spans
Sub-Structure
Double Dk 96.5' Clear

(4)

Form B-900 Rev.—886—6-57

FOR COMBINING 96.5'- 120' CLEARANCES

120' Clearance

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name MARQUAM BRIDGE County MULT. Bridge No. 8328

Section and station RIVER SPANS Highway

Estimate made by L.L.W. Date 6-30-57 Checked by Date

Description 250' Simple Span; 300-350-300, Cant & Suspended Spans

Sub-structure - Piers 1-5 120' clearance

Double Deck - 2-57' Roadways - 8 Traffic Lanes.

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			570,000
Excavation	cu. yds.	3634	10.00	36,340
Excavation below elevation shown	cu. yds.			
12 BP 73 piling. For	lin. ft.	52,125	7.50	390,788
12 BP 73 piling. Drive	No.	1,489	60.00	89,340
piling	lin. ft.			
piling	No.			
Class A concrete	cu. yds.	20,485	63.00	1,290,555
Seal concrete	cu. yds.	8,971	30.00	269,130
Metal reinforcement	lbs.	1,638,800	.14	229,432
Lumber	M. B. M.			
Structural Steel	lbs.			
Structural Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Subtotal				2,935,585.00
~~Plus 10 per cent~~ for contingencies				
Total construction cost				
~~Plus 10 per cent~~ for engineering 18%				528,405.00
Total cost				3,463,990.00

State Printing 4718

RIVER SPANS
SUB - STRUCTURE
DOUBLE DECK 120' CL.

(5)

Form B-240 Rev.—SM—6-51

FOR COMPARING
96.5' - 120' CLEARANCES

96.5' Clearance
or
120' Clearance

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name MARQUAM BRIDGE County NULT. Bridge No. 8328

Section and station WEST APPROACH SUPER-STRUCTURE Highway

Estimate made by L.L.W. Date 6-30-52 Checked by Date

Description CHECK PLAN LABELED ("6-30-52 ESTIMATE") FOR THE STRUCTURES COVERED BY THIS ESTIMATE. PLAN Clean calc's for sta. limits.

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.			
Excavation below elevation shown	cu. yds.			
piling	lin. ft.			
piling	No.			
piling	lin. ft.			
piling	No.			
Class A concrete	cu. yds.	7754	70.00	542,780
concrete	cu. yds.			
Metal reinforcement	lbs.	1,549,800	.14	216,972
Lumber	M. B. M.			
Structural A-A Steel	lbs.	7,501,260	.20	1,501,252
Structural Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Alum. Pipe Rail		16,496	6.00	96,976
Subtotal				2,359,980
~~Plus 10 per cent~~ for contingencies				
~~Total construction cost~~				
~~Plus 10 per cent for~~ engineering	18%			424,020
Total cost				$2,784,000

State Printing 4718

WEST Approach Super-Str.
Double Deck
96.5 or 120' Clearance

(6)

Form E-340 Rev.—SM—6-57

For Combining

96.5 - 120' Clearances

96.5 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name Willamina Br. County Yamhill Bridge No. 83-6

Section and station West Approach Sub-Structure Highway

Estimate made by L. L. W. Date 6-30-59 Checked by Date

Description Check Plan Location 6-30-59 ESTIMATE ("PLAN") for the structures covered by this estimate. Check calc's for sta limits.

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	7721	6.00	46,326
Excavation below elevation shown	cu. yds.			
12 BP 42# piling Fur.	lin. ft.	113,400	4.50	510,300
10 BP 42# piling Drive	No.	2268	50.00	113,400
piling	lin. ft.			
piling	No.			
Class A concrete	cu. yds.	9865	60.00	591,900
concrete	cu. yds.			
Metal reinforcement	lbs.	1,232,509	.14	172,552
Lumber	M. B. M.			
Structural Steel	lbs.			
Structural Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Subtotal				1,434,478
~~Plus 10 per cent~~ for contingencies				
Total construction cost				
~~Plus 10 per cent~~ for engineering 18%				258,522
Total cost				$1,693,000

State Printing 4718

West Approach Sub-Structure

Double Deck

96.5' Clr.

(7)

Form E-340 Rev.—8M—6-57

FOR COMPARING

965'-120' CLEARANCE

120 CLEARANCE

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name MARQUAM 12 K'DAS County INDLT Bridge No. 8326

Section and station West Approach - STRUCT. Highway

Estimate made by L.L.W. Date 6-30-59 Checked by Date

Description Check quantities for ("63 Std. date") PLAN for the structure called for by this estimate. Check calc's for Std. items

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.	8782	6.00	52,692
Excavation below elevation shown	cu. yds.			
16 BP 42 piling Furnish	lin. ft.	122,600	4.50	583,200
piling Drive	No.	2592	50.00	129,600
piling	lin. ft.			
piling	No.			
Class A concrete	cu. yds.	1,276	60.00	676,560
concrete	cu. yds.			
Metal reinforcement	lbs.	1,409,500	.14	197,330
Lumber	M. B. M.			
Structural Steel	lbs.			
Structural Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Subtotal				1,639,382
~~Plus 10 per cent~~ for contingencies				
Total construction cost				
~~Plus 10 per cent~~ for engineering 12%				298,118
Total cost				$ 1,937,500

State Printing 4718

WEST APPROACH SUB STR.
DOUBLE DECK
120' Clearance

(8)

Form E-360 Rev.—8-51

FOR COMPARISON OF 965'& 120' CLEARANCES

105 OF 120' Clearance

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name Mohawk Cr. County Lane Bridge No. 6328

Section and station East Approach - Super str. Highway

Estimate made by L. L. W. Date 6-30-52 Checked by Date

Description See Plan labeled ("6-30-52 ESTIMATE" PLAN) for the structures covered by this estimate. See calc for the limits.

Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			
Excavation	cu. yds.			
Excavation below elevation shown	cu. yds.			
..... piling	lin. ft.			
..... piling	No.			
..... piling	lin. ft.			
..... piling	No.			
Class A concrete	cu. yds.	7071	70.00	494,970.00
..... concrete	cu. yds.			
Metal reinforcement	lbs.	1,414,200	.14	197,988
..... Lumber	M. B. M.			
Structural < 4 ..... Steel	lbs.	2,408,070	.20	1,881,614
Structural ..... Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Alum Pipe Rail	LF	14,800	6.00	88,880
Subtotal				$2,663,852
~~Plus 10 per cent~~ for contingencies				
Total construction cost				
~~Plus 10 per cent~~ for engineering	18%			479,493
Total cost				$3,143,345.00

State Printing 4718

EAST Approach Super Str.
Cooks Lock
105' - 120' Clearance

(2)

96.5' Clearance

Form B-500 Rev.—Mar.—6-57

For Comparison of 96.5' & 120' clearances

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name MARQUAM BR. County MULT Bridge No. 8328

Section and station EAST APPROACH - SUB-STR. Highway

Estimate made by L.L.W. Date 6-30-59 Checked by Date

Description See Plan labeled ("6-30-59 ESTIMATE" PLAN) for the structures covered by this estimate. See calc. for sta. limits.

Estimate From (Strike out the ones which do not apply) } No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			73,000
Excavation	cu. yds.	6382	6.60	42,120
Excavation below elevation shown	cu. yds.			
12 BP 73 # piling. Furnish	lin. ft.	26,640	7.50	199,800
" piling. Drive	No.	666	60.00	39,960
10 BP 42 # piling. Furnish	lin. ft.	78,800	4.50	354,600
" piling. Drive	No.	1576	50.00	78,800
Class A concrete	cu. yds.	7372	59.75	440,477
concrete	cu. yds.			
Metal reinforcement	lbs.	921,500	.14	129,010
Lumber	M. B. M.			
Structural L. A. Steel	lbs.	1,033,600	.20	206,720
Structural Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Subtotal				1,564,487
Plus 10 per cent for contingencies				
Total construction cost				
Plus 10 per cent for engineering			18%	281,608
Total cost				1,846,095

State Printing 4718

EAST APPROACH SUB-STR.
DOUBLE DECK
96.5' CLEARANCE

(2)

Form B-960 Rev.—6-57

120' Clearance

For Comparison of 265' & 120' clearances

OREGON STATE HIGHWAY DEPARTMENT

Bridge Division

Estimate Sheet

Bridge name Marquam Br. County Mult. Bridge No. 8328

Section and station East Approach - Sub Str. Highway

Estimate made by L.L.W. Date 6-30-59 Checked by Date

Description See Plan labeled ("6-30-59 Estimate") for the structures covered by this estimate. PLAN see calc for its limits.

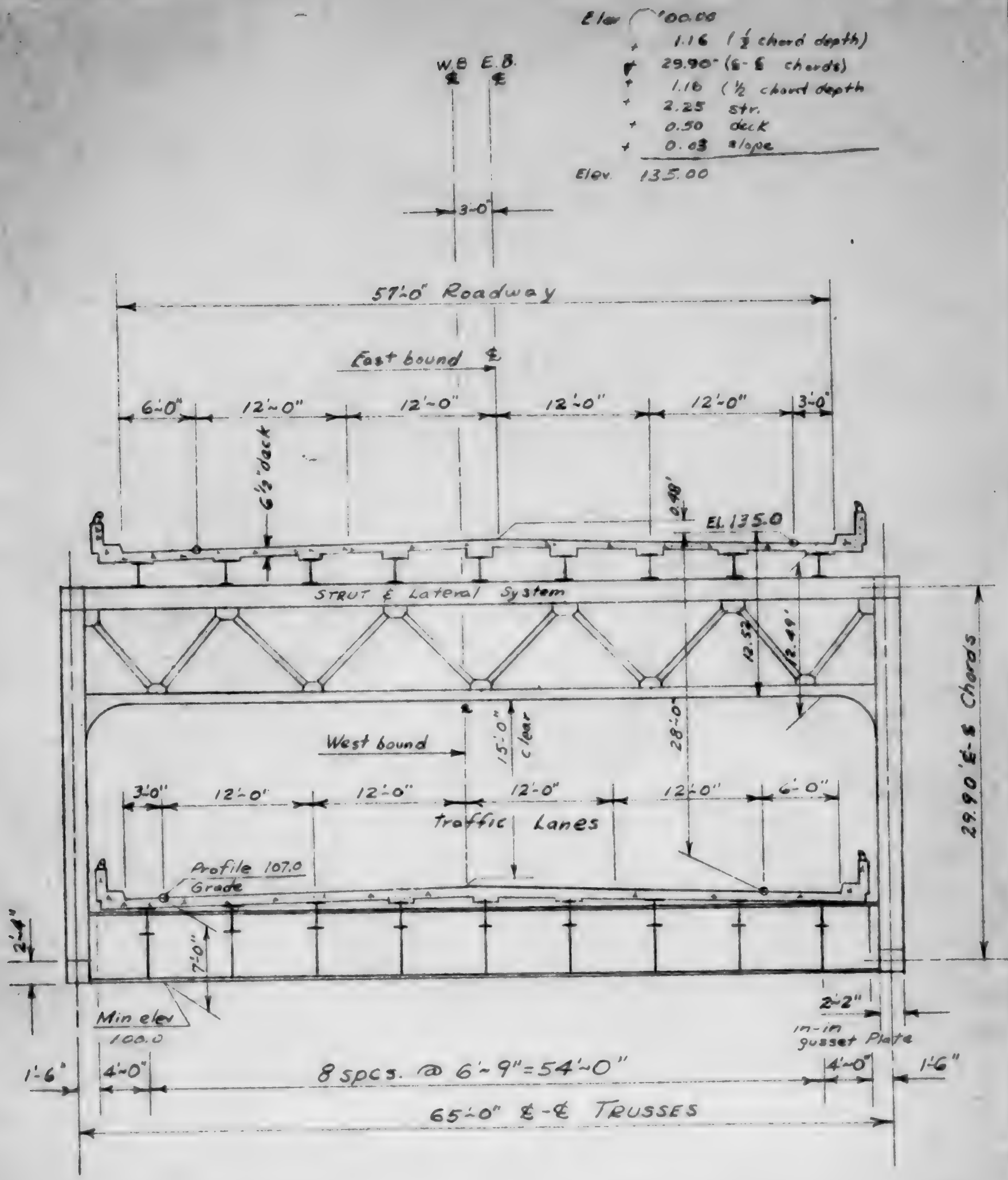
Estimate From (Strike out the ones which do not apply) No plans / Sketch / Completed plans; drawing No.

Calc. Book No. Class Loading

ITEMS	UNIT	ESTIMATE Quantity	Rate	Amount
Shoring, cribbing, etc.	lump sum			77,000
Excavation	cu. yds.	7077	6.58	46 708
Excavation below elevation shown	cu. yds.			
12 BP 74 piling. Furnish.	lin. ft.	27,920	7.50	209,400
" piling. Drive.	No.	698	60.00	41,88[illegible]
10 BP 42 piling. Furnish.	lin. ft.	88,350	4.50	397,575
" piling. Drive.	No.	1767	50.00	88,350
Class A concrete	cu. yds.	8230	59.00	488,862
concrete	cu. yds.			
Metal reinforcement	lbs.	1028,750	.14	144,025
Lumber	M. B. M.			
Structural L.A. Steel	lbs.	1084,050	.20	216,810
Structural Steel	lbs.			
Handrail	lin. ft.			
Riprap	cu. yds.			
Removal of old bridge	lump sum			
Maintenance of traffic	lump sum			
Subtotal				1,710,618
~~Plus 10 per cent~~ for contingencies				
Total construction cost				
~~Plus 10 per cent for~~ engineering	18%			307,911
Total cost				2,018,529

State Printing 4718

EAST Approach Sub-Str.
Double Deck



MARQUAM BRIDGE

8 LANES - 2 LEVELS

96.5' CLEARANCE

Scale: 1" = 10'

6-3-59

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JUN 25 1959
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I C 6(17)

Marquam Bridge Estimates

June 12, 1959

Summary-

	965' clearance	120' clearance	Added Cost
River Spans			
Super St.	$2,779,000	$2,743,300	
Sub. Str.	3,172,690	3,433,415	
	5,951,690	6,182,715	231,025.00
West Approach			
Super Str.	2,784,000	2,784,000	
Sub. Str.	1,693,000	1,937,500	
	4,477,000	4,721,500	244,500.00
East Approach			
Super Str.	2,346,000	2,346,000	
Sub Str.	1,564,000	1,704,000	
	3,910,000	4,050,000	140,000.00
			615,500.00

Total incl. Grand Ave. Structure

	96.5' clearance	120' clearance	
River Spans	$5,951,690	$6,182,715	
West Approach	4,477,000	4,721,500	
East Approach	3,910,000	4,050,000	
Fed. Aid	14,338,690	14,954,000	
Grand Ave. Str. (Urban Funds)	300,000	300,000	
	$14,638,690	$15,254,000	$616,000

These are for double deck bridge
4 lanes in each direction

NOTED

RECEIVED
JUN 15 1959
FOR FILING

June 4, 1959

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
P. O. Box 4099
Portland 8, Oregon

Dear Mr. Winn:

Under dates of April 22 and May 5, you wrote us suggesting conferences on the clearances for the proposed Marquam Bridge over the Willamette River and for possible conflicts on the proposed bridge over the Columbia River on the Laurelhurst freeway (probably an extension of 33rd Street).

We are still studying the situation at the Marquam Bridge, and I have delayed contacting you until such time as our studies were reasonably well completed. I hope that in a very short time this will have been done, and I will then contact you and arrange for a meeting concerning the matters.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams

RECEIVED
JUN 15 1959
FOR FILING

Commissioners
DENNIS J LINDSAY
President
LEE E CALDWELL
Vice-President
THOMAS M CAMPBELL
S F WHITE
Treasurer
CAPT RALPH T COATES
WINSTON W CASEY
H HOFFMAN
LEW S RUSSELL

General Manager
JOHN J WINN JR
Asst Gen Mgr
R A MILLS
Comptroller
E W BAUER
Chief Engineer
R A NEUMEISTER
Marine Supt
D M CHARLESTON JR
Industrial Development
C H COVER
Dir of Aviation
ERNEST HAYCOX JR

THE PORT OF PORTLAND
Swan Island, P. O. Box 4099, Portland 8, Oregon

June 3, 1959

Mr. P. M. Stephenson
Assistant State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Stephenson:

Reference is made to our letter of April 22, 1959, to you, concerning the proposed Marquam Bridge following the preliminary meeting on this subject held in Portland on April 20.

As set forth in our letter of April 22, we are now collecting additional information concerning the construction of this structure as to its effects on navigation and certain waterfront properties. In this regard, we feel that we should again contact you so that we may be brought up to date as to your current thinking as to the probable clearance heights and probable pier locations in the river itself.

If additional information is available on the subject at this time, we would be most appreciative of receiving same so that our comments and investigation on this subject may be finalized.

Very truly yours,

THE PORT OF PORTLAND

JOHN J. WINN, JR.
General Manager

RN:mh

cc: Mr. Lloyd Shaw

6/11/59
Have talk with Winn
June 15.
Mtg

1959 OREGON CENTENNIAL EXPOSITION

RECEIVED
JUN 18 1959
STATE HIGHWAY COMMISSION

RECEIVED
NOTED
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THE PORT OF PORTLAND
Swan Island, P. O. Box 4099, Portland 8, Oregon

April 22, 1959

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. P. M. Stephenson,
Assistant State Highway Engineer

Gentlemen:

This will advise you that The Port of Portland Commission intends to submit additional comments on the proposed Marquam Bridge, as a result of information made available at the preliminary hearing held in Portland April 20.

A letter including these comments will be forwarded to you as rapidly as the additional information can be collected. We believe that more detailed study of vessel clearances (both deep-draft ships and river craft) is warranted, and that certain other navigational aspects, including dredging, future river traffic, and maneuvering requirements for deep-draft ships, must be considered.

Very truly yours,

THE PORT OF PORTLAND

John J. Winn, Jr.

JOHN J. WINN, JR.
General Manager

EH:mt

RECEIVED
APR 21 1959
OREGON
STATE HIGHWAY COMMISSION

1959
OREGON CENTENNIAL
EXPOSITION

NOTED
P. M. STEPHENSON

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April 10, 1959

Mr. Walter Kurylo, Committee Secretary
Special Committee on Bridge Clearances
and Road Relocations
Bureau of Public Roads
Washington 25, D. C.

Dear Mr. Kurylo:

Re: Marquam Bridge over Willamette River in Portland, Oregon

I am enclosing a copy of our economic analysis of the vertical clearances studied for the Marquam Bridge over the Willamette River on Interstate Route 5 in Portland, Oregon. I have previously discussed this matter with you several times. I would appreciate your study of this report and any comments which you may have to offer on it.

We have scheduled a conference with navigation interests for April 20. This is preliminary to the formal application to the Corps of Engineers for a permit. I have no great hopes of getting the approval of navigation interests for the 96.5-clearance, which is the clearance that we find most economical for all interests concerned. I know that some of the navigation interests are going to hold out for 160 feet of vertical clearance, which is the clearance of the Hawthorne Avenue Bridge immediately downstream from the proposed Marquam Bridge.

As soon as this conference is held, I will advise you of the results and, if some compromise is proposed, will ask your advice as to whether the compromise should be accepted and petition made on that basis or whether we should hold out for the lower clearance, leaving the matter for the Corps to decide.

Three copies of this report have been delivered to the Division Office of the Bureau of Public Roads here in Salem for circulation through normal channels.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. C. G. Polk (2)
Mr. W. C. Williams

RECEIVED
MAY 20 1959
FOR FILING

May 20, 1959

Mr. Walter Kurylo, Committee Secretary
Special Committee on Bridge Clearances
and Road Relocations, AASHO
Bureau of Public Roads
Washington 25, D. C.

Dear Mr. Kurylo:

Some time ago I sent you a copy of our 'Economic Study of Land and Water Transportation for the Proposed Marquam Bridge over the Willamette River in Portland'. We arranged for a conference with all interested people on this and a hearing was held April 20, presided over by Mr. P. M. Stephenson, Assistant State Highway Engineer, while I was laid up in the hospital. I am attaching a copy of the transcript of this hearing.

There was very little specific objection to the 96.5-foot clearance, although further objection may develop at the hearing before the U. S. Engineers. The advantages to highway traffic are so manifest that we propose to proceed with an application based on the 96.5 clearance.

I have been advised by the Port of Portland that they will submit further data to us as soon as they have completed a study and I rather anticipate that they will object to this clearance. In view of past traffic in this section of the river, I do not see how they can make too much of a case.

At the hearing Mr. Winn, General Manager of the Port of Portland, presented a statement and tabulation of the traffic using the upper Portland harbor. I am attaching a copy of this. In the tabulation you will note that most of the short movements originated at the 'Globe' dock. This dock is well downstream from our Marquam location and traffic to and from the Globe dock would not be affected by the Marquam Bridge. The shipping listed as going to the Zidell and P.G.E. docks would be affected.

I will keep in touch with you and advise you when a date for the formal hearing has been set.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:gm
cc Mr. C. O. Polk - Mr. W. C. Williams

PRELIMINARY HEARING
2:00 p.m., April 20, 1959

Portland City Hall Annex, Portland

Proposed Marquam Bridge over the Willamette River in Multnomah County

The special hearing was called to order at 2:00 p.m. by Mr. P. M. Stephenson, Assistant State Highway Engineer. Approximately 50 persons were present, in addition to State Highway personnel.

MR. P. M. STEPHENSON: Good afternoon. I would like to introduce the people here at the head table: Mr. Fred Fowler, Coordinator of the City of Portland and the County Planning Commission; Mr. Leonard Wallace, Preliminary Plans Engineer of our Bridge Division; Mr. Cecil Head, Assistant Secretary to the Commission; and I am P. M. Stephenson, Assistant State Highway Engineer. This meeting was to be conducted by Mr. Paxson, who took seriously ill last week and had a major operation Saturday. First, I'd like to be sure there is no misunderstanding of the nature and purpose of this meeting. There was a piece in the paper, "Bridge Plans Preview Set," that said that the plans to span the Willamette River for the new Interstate Highway System through Portland will be previewed Monday at a meeting here. That is not the truth. The purpose of this meeting is to enable us to get together enough information to make the plans. We wish to talk to the people who are interested in navigation, or have businesses affected by navigation, so we can then determine what vertical and horizontal clearances should be provided for this bridge so that location of the piers are in the proper place. We have made tentative sketches on three different grade lines providing three different heights of vertical clearances. I am sorry that these are so that you probably can't read them from where you are sitting (points to map) but the one on the left is for a clearance of 96.5 feet, and that's over mean low water. The next one is 130 feet and the one on the far right is 160 feet. Of course, each one of those has different cost estimates as the height increases the cost of the approaches and the cost of the structure rises rapidly. After we pass the 96.5 mark, which is based on a six-lane structure, if we should go to a structure that has a 130 feet of clearance or more, we must automatically provide two more lanes of traffic to take care of the slow-moving vehicles to allow them a climbing lane. We would need to use a five per cent grade. This all increases the cost. Now, we are here to get information and, from this information, we will then proceed to provide preliminary plans and go to a formal hearing before the U. S. Corps of Engineers to obtain a permit for the bridge. We hold these preliminary meetings to enable us to try to iron out any differences that we might have, try to find out what the navigation needs are so that we can, as nearly as possible, be in agreement before we go to the hearing before the Corps of Engineers. Now, since we are the people looking for the information, I will ask anybody who would like to comment on the clearances necessary, or the location of the piers, anything that might affect our design. We have a recording machine here. I am sure that if there is not too much noise it won't be necessary for you to come to the table, but, when you rise and talk, give your name and the organization, or whom you represent.

MR. JOHN WINN, PORT OF PORTLAND: I would like to know the location of the bridge.

MR. STEPHENSON: The bridge is located approximately halfway between the Hawthorne Bridge and the Ross Island Bridge - upstream from the Hawthorne Bridge.

MR. SAM ZIDELL: My name is Sam Zidell, Zidell Machinery and Supply Company. We want information. How high a bridge do you have to have for ships to go through? Sometimes, we have a small battleship.

MR. STEPHENSON: I don't know Mr. Zidell. Maybe you know the height of the ship itself.

MR. ZIDELL: I don't know the height. We know how wide they are - 110 feet wide.

MR. JOHN WINN, PORT OF PORTLAND: Mr. Stephenson, for the record it might be interesting to know that the St. Johns Bridge is 205 feet above low water and 172 feet above high water. The Southern Pacific Bridge closed is 44 feet above low water and 24 feet above high water. The Broadway Bridge closed is 90 feet over low water and 70 feet above high water. The Steel Bridge closed is 26 feet open and 164 feet above low water. The Burnside Bridge closed is 67 feet over low water and 47 feet above high water. The Morrison Bridge is 68.7 feet closed and 37 feet above high water. The Hawthorne Bridge is 49.7 feet closed and 159.7 feet open above low water. The Ross Island Bridge is 120 feet above low water and 99.7 feet above high water.

MR. STEPHENSON: Thank you Mr. Winn.

MR. ZIDELL: Could not be recorded.

MR. STEPHENSON: Thank you. Mr. Zidell, according to our records, for the past four years the highest vessel that has come up to your place of business is the General W. M. Wygant - 150 feet. There was another one last July - the Ellen Bakke - 111 feet. Most of them have been below 90 feet.

MR. ZIDELL: The reason I am asking, gentlemen, up to now we know what kinds of ships are available. I know what kind of ships are coming up for sale. I do not know how high a battleship is. I'm actually going into that business to buy these ships, also to keep the people working, keep the payrolls up in Portland and the State. That is why I am asking that question. It might be foolish financially to go into that business. I want to find out - to get some idea as to the height of the small battleships. I'm not speaking of the bigger battleships coming up from San Francisco next month.

MR. STEPHENSON: You don't have any idea what the vertical clearance would be that you require?

MR. ZIDELL: I do not know. After we get plans from the Government or the Navy, we can tell you more about it. There's going to be quite a few for sale.

MR. C. R. NIMS: I have a question for Mr. Zidell in connection with battleships. I wonder if it would be economical if he did buy a large battleship to remove some of the structure farther down the stream. Is there any place where it could be docked?

MR. ZIDELL: That is a good question. There isn't anything that can't be done.

MR. O. E. WALSH: I am General Walsh of the Portland General Electric. We have just recently completed construction of tanker unloading facilities. The whole location involves the bridge. We plotted on a drawing the location of the bridge as we know it and also the location of the present docks with a tanker tied up to it. About a fourth of the ship would lie under a portion of the approach spans. But a tanker uses a regular seagoing mast that normally requires high clearances as we have at the St. Johns or Ross Island Bridge. - - - - - - - - - - - - - - - - - I would like to ask something as an individual - not connected to the Company. In my former position as the District Engineer of Portland, U. S. Corps of Engineers, we were charged with the responsibility of granting a lease permit. I always adhered to the policy that it was a very poor thing to cut off the use of any land in this area for their use for Port facilities, and to cut off the area above Hawthorne Bridge for use of seagoing vessels. It would be a very dangerous thing for the Port of Portland.

MR. STEPHENSON: General Walsh, these tankers evidently are less than 160 feet because they would be going under the Hawthorne Bridge.

GENERAL WALSH: Yes.

MR. STEPHENSON: You don't know the exact height of them?

GENERAL WALSH: No, I don't know the height. I think its a regular C-2 tanker.

MR. JOHN WINN: I am John Winn from the Port of Portland. I have a statement here of some information which has been gathered which may be of value and which I would like to submit for the record. In the calendar year, the Port of Portland Harbor above Broadway witnessed 114 total transits by deep-draft merchant ships (60 upbound, 54 downbound). Total waterborne commerce was 329,000 short tons, of which 81 per cent was grain loaded at Globe Dock; 14 per cent was scrap metal loaded at Zidell, and 4 per cent was petroleum unloaded at the P. G. E. dock. The vessel traffic was comparable with 81.6 per cent to and from the Globe dock; 16.7 per cent to and from the Zidell dock; and 1.7 per cent to and from the P. G. E. dock. The Zidell traffic included 12 movements of cargo-carrying merchant ships, and 7 movements of dead ships to (or from) the dock for scrapping. It is interesting to note that the Broadway Bridge, with a clearance

at low water of 90 feet, was opened 185 times in 1958, and 116 of these operations were for deepdraft vessels. The Hawthorne Bridge, with a clearance at low water of 50 feet, was opened 616 times in 1958, but only 21 of these operations were from deepdraft vessels (moving to or from Zidell or P. G. E.). While it may not be pertinent to this analysis, it appears that a bridge clearance of 90 feet might be adequate for tug and barge traffic (excluding only pile drivers, floating cranes and occasional sailboats), while a clearance of 50 feet requires frequent operation of the bridge span for tugs. Table I, attached, shows monthly operations of the two bridges for 1958. Table II, attached, lists all merchant and scrap ships in the upper harbor last year, including dock cargo, and departure draft. Twenty-nine of the 53 total outbound movements involved loaded vessel drafts in excess of 28 feet. In many cases, however, outbound grain or general cargo vessels called at one or more docks after leaving Globe dock. Since the draft information available is recorded when a departing vessel has completed loading at the last dock, these figures would not be applicable to the upper harbor in every instance. Table III breaks down total cargo by dock and direction of movement (upbound or downbound) and vessel traffic by dock and direction. Table IV, attached, compares cargo tonnage and vessel traffic of the upper harbor with total waterborne commerce of the entire harbor. Cargo movement above the Broadway Bridge represents 4.1 per cent of total commerce. Vessel transits are 3.6 per cent of total vessel traffic; however, 63.6 per cent of all scrap metal exported from Portland was loaded at the Zidell dock, and 17.3 per cent of grain exported was loaded at the Globe dock. Table V, attached, is a graphic representation of cargo and vessel movement in the upper harbor. Individual grain cargos (47 ships) were 5,723 tons each and individual scrap cargos (6 ships) totaled 7,865 tons each. I take it that these figures may be subject to your study, gentlemen, and we apply one copy to the record. Additional copies will be held here for anyone else if you would like to see them.

MR. LEONARD SHAVER: I am Leonard Shaver. I represent the Columbia Basin River Operators - a number of tug operating firms here today. Some of the points that I am interested in are actually in the placement of the piers, so that we can have a picture of what kind of a run we will have between, say, the Ross Island Bridge from there on down to the Hawthorne Bridge; boats towing log rafts and loaded barges; also what type of pier construction you plan on. For instance, at the Morrison Bridge the pier construction of the water flows through the center of the pier itself, which alleviated the step that you have climbing up because the water is high enough above the upstream side of the center piers, and to ask whether you are planning definitely a closed span or whether you are contemplating an opening span.

MR. STEPHENSON: As to the piers, we are planning more of the massive-type pier like this (points to map) not the open-type - we do not need the open-type. They needed that type at the Morrison Street Bridge on account of the bascule span. The pier had to be of considerable width. This pier does not need to be nearly that wide. We still will have a little resistance there, of course, but we have a span of 350 feet which is the center span on this structure. The Morrison Street Bridge is 220 feet. Hawthorne is 200 feet. Now, I am

glad you brought up the location of piers. I'd hoped somebody would mention that. With the extra width that we have for the center span on this structure, I think it lines up rather well with the channel from the Ross Island Bridge to the Hawthorne Bridge. At the Hawthorne Bridge, the channel is near the west side of the river.

MR. SHAVER: Do you have any plans or drawing of it; in other words, aerial plans or drawing of the total operation that we could inspect?

MR. STEPHENSON: Yes, we have, but I doubt that we have any here that shows all three bridges. We have a little picture of an aerial photograph here, but it doesn't show where the main spans are.

MR. SHAVER: Will it cross at an angle from - say angle towards the north going across from the west to the east side?

MR. STEPHENSON: The structure crosses at an angle but not too severe because the river is at an angle there too. Between the Ross Island and the Hawthorne you have quite an angle on the river, and we are almost at a right angle to the center of the channel.

MR. WINN: Mr. Stephenson, I think a point brought up by Mr. Shaver- - - -

MR. STEPHENSON: It depends entirely upon which of the plans we choose, and we are here at this time to determine, if possible, the wishes of the navigation interests. The minimum that we have proposed is 96½ feet at the center of the main span. Were you thinking about that over at the harbor line?

? Yes.

MR. STEPHENSON: 87.57 feet.

MR. LEONARD THOMPSON: I am Leonard Thompson. I work for the Western Transportation Company. How far are we away from construction? What day are we looking at? Or is that known?

MR. STEPHENSON: It is not known, but our earliest guess would be the first of the year. We have not started the design of this structure yet. We are waiting until we get the information as the result of this meeting, and the hearing before the Corps of Engineers.

MR. JOHN KENWARD: I am John Kenward. I am with the Portland Development Commission. I understand you are providing ramps at the west end. I think it would be extremely helpful to the development of the urban renewal area if access to the area would be developed.

MR. STEPHENSON: We have a map here that I think will show the ramps at the west end. The different heights don't influence our ramps over there except to make them a little longer, or principally a steeper grade.

MR. C. R. NIMS: I know this meeting is on the Marquam Bridge, but people in this area are also interested in the Fremont Bridge. I am wondering if there is any kind of a schedule for a hearing similar to this to be held on the Fremont Bridge?

MR. STEPHENSON: No doubt about it. The schedule for the Fremont Bridge is quite a ways in the future. There will be an order from the Corps of Engineers or a permit, but we propose to ask for the same clearance as on the St. Johns Bridge.

MR. THANE BROWN: I came up here with a little different idea, perhaps, as to what this meeting was going to be, so we didn't come particularly prepared. The general policy of the Commission will be, of course, that we will try to have adequate clearances for whatever maritime commerce is expected to go through the bridges. I have no special statement at this time, of course. We want to work this over with you people - - - - - - - - - - - - - - - - - All I can say at this time is that the Commission will be very much interested to know the final details.

MR. ZIDELL: (Cannot Understand)
Statement was in regard to dredging in upper harbor.

MR. STEPHENSON: Wouldn't that be something for the Corps of Engineers? Maybe the Port Commission to decide?

MR. ZIDELL: Well, I don't know. I wrote a letter about a year ago- - - - - - - - - - - - - - - - - (Cannot Understand).

MR. ERNEST HAYCOX, JR.: My name is Ernest Haycox from the Port of Portland Commission. (Can't get any of his statement). Asked if data had been obtained on amount of river traffic at this site.

MR. STEPHENSON: I believe that has all been taken into consideration and I think that can be brought out when we have a hearing before the Corps of Engineers. I know we have collected considerable data on it for our preliminary work.

MR. ZIDELL: Have you picked the exact location?

MR. STEPHENSON: The location is pretty well fixed as far as the final location of where its to be. It is approximately a thousand feet downstream from Ross Island Bridge.

MR. ZIDELL: A thousand feet? How far would that be from my place?

MR. STEPHENSON: How would you like to look at a map when we get through here?

MR. ZIDELL: O. K.

MR. P. H. FOOTE: I am General Foote. I came today with Mr. Brown of the Commission of Public Docks. The Commission is not prepared to authorize a specific statement other than their general emphasis for adequate facilities for navigation; also ramp arrangements in connection with west approach to the bridge to feed traffic into Harbor Drive and the Baldock Freeway. As an individual, I would like to second the observations that General Walsh made.

MR. STEPHENSON: I am not at all anxious to close, but if there are no further suggestions or questions, we will call the meeting adjourned.

April 14, 1959

SUBJECT: Vessel Traffic and Waterborne Commerce, Upper Portland Harbor
(Above the Broadway Bridge)

In calendar year 1958, the Portland harbor above the Broadway witnessed 114 total transits by deep-draft merchant ships (60 upbound, 54 downbound). Total waterborne commerce was 329,729 short tons, of which:

268,963 tons, or 81.6 percent, was grain loaded at Globe Dock;
47,190 tons, or 14.3 percent, was scrap metal loaded at Zidell Dock; and
13,576 tons, or 4.1 percent, was petroleum unloaded at PGE Dock.

Vessel traffic was comparable, with:

93 movements, 81.6 percent, to and from Globe Dock:
19 movements, 16.7 percent, to and from Zidell Dock; and
2 movements, 1.7 percent, to and from PGE Dock.

The Zidell traffic included 12 movements of cargo-carrying merchant ships, and 7 movements of dead ships to (or from) the dock for scrapping.

It is interesting to note that the Broadway Bridge, with a clearance at low water of 90 feet, was opened 185 times in 1958, and 116 of these operations were for deep-draft vessels. The Hawthorne Bridge, with a clearance at low water of 50 feet, was opened 616 times in 1958, but only 21 of these operations were from deep-draft vessels (moving to or from Zidell or PGE).

While not pertinent to this analysis, it appears that a bridge clearance of 90 feet is adequate for tug and barge traffic (excluding only pile drivers, floating cranes and occasional large sailboats), while a clearance of 50 feet requires frequent operation of the bridge span for tugs.

Table I, attached, shows monthly operations of the two bridges for 1958. Table II, attached, lists all merchant and scrap ships in the upper harbor last year, including dock, cargo, and departure draft. Twenty-nine of the 53 total outbound movements involved loaded vessel drafts in excess of 28 feet. In many cases, however, outbound grain or general cargo vessels called at one or more docks after leaving Globe Dock. Since the draft information available is recorded when a departing vessel has completed loading at the last dock, these figures would not be applicable to the upper harbor in every instance.

Table III, attached, breaks down total cargo by dock and direction of movement (upbound or downbound) and vessel traffic by dock and direction.

Table IV, attached, compares cargo tonnage and vessel traffic of the upper harbor with total waterborne commerce of the entire harbor. Cargo movement above the Broadway Bridge represents 4.1 percent of total commerce; vessel transits are 3.6 percent of total vessel traffic. However, 63.6 percent of all scrap metal exported from Portland in 1958 was loaded at the Zidell dock, and 17.3 percent of grain exported was loaded at the Globe dock.

SUBJECT: Vessel Traffic and Waterborne Commerce, Upper Portland Harbor
(Above the Broadway Bridge)

Table V, attached, is a graphic representation of cargo and vessel movement in the upper harbor. Individual grain cargos (47 ships) were 5,723 tons each; individual scrap cargos (six ships) totaled 7,865 tons each.

It is concluded that the Portland harbor above the Broadway Bridge generates a small but significant part of the Harbor's total commerce. The four percent of total commerce figure is somewhat misleading since the 8,087,471 tons of total waterborne commerce in the harbor was 60 percent coastwise petroleum traffic. The same upper harbor tonnage represents 10 percent of all commodities other than petroleum, and 13 percent of total foreign commerce.

EH:mt
Att.

TO: John J. Winn, Jr.

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INFORMATION ALSO DITTOED.

THE PORT OF PORTLAND

Survey of Vessel Traffic in Upper Portland Harbor

Table I -- Bridge Operations

	Broadway Bridge...90'±LW...				Hawthorne Bridge...50'±LW...			
	Total Openings	Deep-Draft Ships[1] Up	Down	Total	Total Openings	Deep-Draft Ships[1] Up	Down	Total
January	14	5	5	10	60	1	1	2
February	14	5	5	10	75	0	0	0
March	15	8	6	14	42	1	0	1
April	10	4	6	10	58	0	1	1
May	17	5	5	10	71	0	0	0
June	32[2]	4	4	8	106	0	0	0
July	16	6	5	11	46	3	2	5
August	20	8[3]	6[3]	14	28	2	0	2
September	10	2	3	5	22	1	2	3
October	10	2	1	3	16	1	0	1
November	13	4	4	8	47	1	1	2
December	14	8	5	13	45	3	1	4
Totals	185	61	55	116	616	13	8	21

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[1]Merchant ships only, including dead ships to be scrapped.

[2]Includes 4 American and 4 Canadian Naval vessels at seawall during month.

[3]1 vessel through Broadway Bridge twice on consecutive days; counted as one upbound and one downbound movement on Table III.

Note: Source of the above data are the logs maintained on the two bridges by the County Road Department.

EH:mt
4/14/59

THE PORT OF PORTLAND

Survey of Vessel Traffic in Upper Portland Harbor -- 1958

Table II -- Ship Movements

			Dock	Cargo[1]	Draft[2]
Jan.	1.	Asia Maru	Globe	Grain	27' 8"
	2.	Argobec	Zidell	Scrap	29 8
	3.	Chunking Victory	Globe	Grain	--
	4.	India Mail	Globe	General	24 3
	5.	Hai Min	Globe	Grain	23 10
Feb.	6.	Kensho Maru	Globe	Grain	29 9
	7.	China Mail	Globe	Grain	29 3
	8.	Ocean Mail	Globe	General	23
	9.	Kyokuyu Maru	Globe	Grain	30 8
	10.	American Mail	Globe	General	31 6
Mar.	11.	Sunny Prince	Globe	General	28 9
	12.	Arizona	Globe	General	24 11
	13.	Island Mail	Globe	General	27
	14.	Hai Min	Globe	Grain	28 9
	15.	Tobon	Globe	Grain	28 7
	16.	Eian Maru	Globe	Grain	26 10
Mar.-April	17.	Theokeetor	Zidell	Scrap	30
	18.	China Mail	Globe	General	25 6
April	19.	Schuyler Otis Bland	Globe	Grain	31 4
	20.	Cape Grenville	Globe	Grain	28 7
	21.	Myoku Maru	Globe	Grain	29 11
	22.	Oregon Mail	Globe	General	24 5
May	23.	Montana	Globe	General	23 9
	24.	Ocean Mail	Globe	General	25
	25.	Berkshire	Globe	Grain	24 9
	26.	American Mail	Globe	General	26 5
	27.	Kenyo Maru	Globe	Grain	28 7
June	28.	Colorado	Globe	Grain	21'
	29.	Rodsley	Globe	Grain	27' 4"
	30.	Asakirisan Maru	Globe	Grain	28 6
	31.	Kenyo Maru	Globe	Grain	28 10
July	32.	Champ Clark	Zidell	(for scrapping)	
	33.	Ellen Bakke	Zidell	General	27 4
	34.	Kamo Maru	Zidell	Scrap	27 5
	35.	Machitis	Globe	Grain	31 1
	36.	Kyska	Globe	Grain	25 3
	37.	Montana	Globe	General	21 8
Aug.	38.	Batjan	Globe	General	25 6
	39.	Maiden Creek	Globe	Grain	29 10
	40.	Myrtidoitis	Globe	Grain	30 5
	41.	Wm. Fessenden	Zidell	(for scrapping)	
	42.	Schuyler Otis Bland	Globe	Grain	31 8
	43.	Choctaw	Globe	General	28 5
Aug.-Sept.	44.	Kamo Maru	Zidell	Scrap	26 7
Sept.	45.	Kenyo Maru	Globe	Grain	28 8
	46.	W. H. Berg	PGE	Petroleum	22
Oct.	47.	Silla	Globe	Grain	29 2
Oct.-Nov.	48.	Homer Lea[3]	Zidell	(for scrapping)	

		Dock	Cargo[1]	Draft[2]
Nov.	49. Willamette Trader	Globe	Grain	29' 5"
	50. Atlantic Grace	Globe	Grain	32 6
	51. Edwin C. Musick	Zidell	(for scrapping)	
	52. Dorset	Globe	Grain	31 4
Dec.	53. Richard Mansfield	Zidell	(for scrapping)	
	54. Minima Maru	Globe	Grain	29' 9"
	55. James Monroe	Zidell	Scrap	28 8
	56. City of Alma	Globe	Grain	23 5
	57. Joseph Reynolds	Zidell	(for scrapping)	
	58. E. F. Luckenbach	Globe	General	28 8
	59. Yamaoki Maru	Globe	Grain	30 6
	60. Arima Maru[4]	Globe	Grain	--

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[1]All cargo outbound, except petroleum delivered by W. H. Berg. No commodities other than grain are handled at Globe Dock; general cargo indicates the vessel may have called at other docks, and may be in berth line service.

[2]Draft given is at departure from Portland, not necessarily at departure from dock.

[3]Taken to Zidell dock in October; returned to lower harbor and Seattle in November.

[4]Arrived December 31.

NOTE: Source, Portland Merchants Exchange.

EH:mt
4/14/59

THE PORT OF PORTLAND

Survey of Vessel Traffic in Upper Portland Harbor

Table III -- Waterborne Commerce and Vessel Traffic 1958 (Summary)

	Cargo (in short tons).....			Vessel Traffic.....		
	Upbound	Downbound	Total	Upbound	Downbound	Total
Globe Dock and Elevator	--	268,963	268,963	47	46	93
PGE Station "L" Dock	13,576	--	13,576	1	1	2
Zidell Dock:						
Merchant Ships	--	47,190	47,190	6	6	12
Scrap Ships				6	1	7
TOTALS	13,576	316,153	329,729	60	54	114

Table IV -- Comparison of Commerce and Vessel Traffic 1958

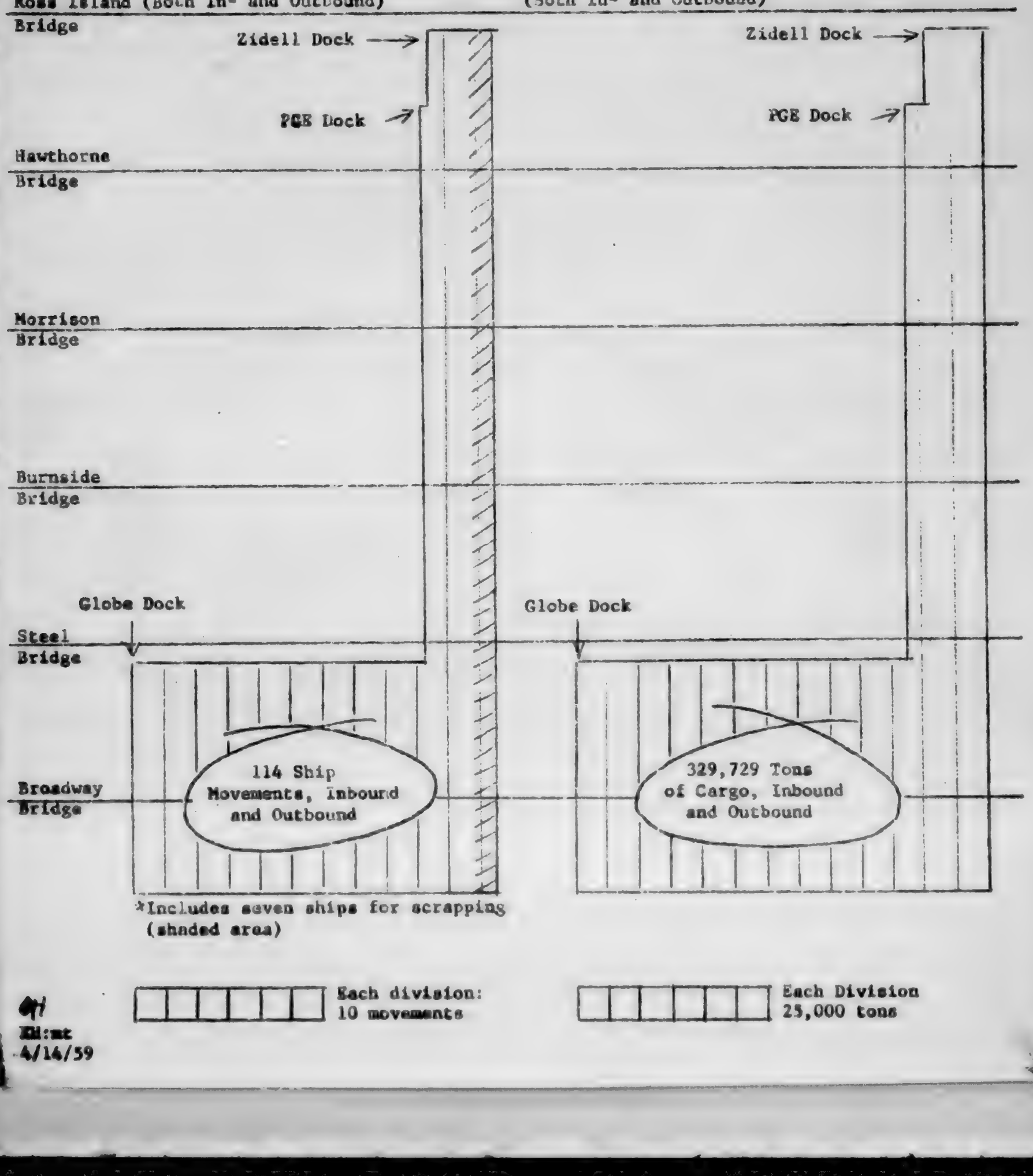
	Waterborne Commerce (short tons).....			Vessel Traffic (Up and Downbound)...		
	Entire Harbor	Upper Harbor	Percentage of Upper Harbor	Entire Harbor	Upper Harbor	Percentage of Upper Harbor
Total Commerce	8,087,471	329,729	4.1	2,993	107[1]	3.6
Scrap Metal	74,248	47,190	63.6	--	--	--
Petroleum	4,783,384	13,576	.3	--	--	--
Grain	1,555,104	268,963	17.3	--	--	--

[1]Vessels for scrapping excluded.

EH:mt
4/13/59

THE PORT OF PORTLAND

Table V - Vessel Traffic and Total Waterborne Commerce (Graph)
Upper Portland Harbor



EH:mt
4/14/59

RECEIVED
MAY 18 1959
FOR FILING

SHAVER TRANSPORTATION COMPANY



The Fleet at Your Service

GENERAL TOWING
AND LIGHTERING

OFFICE 4900 N. W. FRONT AVENUE
PORTLAND 10, OREGON
TELEPHONE
CA 8-9681

April 30, 1959

Mr. Ivan F. Merchant, Bridge Engineer
State Highway Department
Salem, Oregon

Dear Mr. Merchant:

We sincerely appreciate your sending us the print of the location of the piers for the proposed Marquam Bridge which we requested at the hearing in Portland.

This print was shown to the tugboat operators at the Columbia Basin River Operators monthly meeting held on April 28th. It was the general concensus of the operators that the location of the piers was satisfactory from the point of view of the navigation of tugs and barges. We assume that you will contact the Columbia River Pilots concerning navigation requirements for larger vessels.

We appreciate your cooperation with our industry in this matter.

Very truly yours,

Leonard R. Shaver, Jr., Chairman
Columbia Basin River Operators

RECEIVED
MAY - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

RECEIVED
APR 13
FOR FILING

G. J. LINDSTEDT
ASSISTANT TO COMMISSIONER
GORDON L. BURT
CITY ENGINEER

CITY OF PORTLAND
OREGON

April 13, 1959

Captain J. W. Powell
President, Columbia River Pilots
901 U. S. National Bank Building
Portland 5, Oregon

Dear Captain Powell:

On the afternoon of April 20th at 2:00 p.m., a meeting will be held in the conference room of the City Planning Commission on the 2nd Floor of the McElroy Building at 424 S. W. Main Street, corner of S. W. Fourth Avenue, to discuss the matter of location and vertical and horizontal clearances for the new Marquam Bridge.

This meeting will be conducted by the State Highway Department as a preliminary to future public hearing which will be held by the U. S. Corps of Engineers.

It is desirable that all interested parties be represented at this hearing so that all phases of the problem may be explored.

Will you please make an effort to attend or be represented at this hearing?

Very truly yours,

F. T. Fowler
Highway Engineering Coordinator

CC Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

RECEIVED
APR 14 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

From: F.T. Fowler
414 City Hall

M E E T I N G

RE: Marquam Bridge -- Location and Vertical and Horizontal Clearances

Time: Monday, April 20, 1959, 2:00 p.m.d

Place: Planning Commission Conference Room
2nd Floor McElroy Building
424 SW Main Street, Corner SW Fourth Avenue
Portland, Oregon

Mr. Thomas White, Executive Secretary
Columbia Basin Operators
Jackson Tower Building

(CC: Mr. Leonard Shaver, President
Columbia Basin Operators
c/o Shaver Transportation Co.)

Captain J.W. Powell
President, Columbia River Pilots
901 U.S. National Bank Building

Albert K. Nelson, President
Portland Shipbuilding Co.
Foot of SW Nebraska Street

Mr. John J. Winn, General Manager
Port of Portland
Swan Island

Melvin A. Erland, President
Pacific Building Materials Co.
3510 SW Bond Avenue

Thomas P. Guerin, General Manager
Commission of Public Docks
3070 NW Front Avenue

Ancel S.Page
Page & Page Co.
0605 SW Curry Street

Mr. Peter Klein, President
Portland Steamship Operators
c/o Moore-McCormack Lines
Oregonian Building

John Kennard
Portland Development Commission
2130 SW Fifth Avenue

Mr. Emery N. Zidell
Zidell Machinery & Supply Co.
3181 SW Moody Avenue

Lloyd Keefe
Planning Commission

Thomas W. Delzell
Chief Executive Officer
Portland General Electric Co.
621 SW Alder Street

Gordon L. Burt
City Engineer

Mr. L. Stanley Baier, President
L.S. Baier & Associates
4538 SW Macadam Avenue

Wm. J. Weller
Traffic Engineer

RECEIVED
MAY 20 1959
FOR FILING

156(47) C.1
c.2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1959

SUBJECT: Proposed Marquam Br. No. 8328

To:

Mr. Ivan D. Merchant
Bridge Engineer

O F F I C E

In compliance with your letter of February 13, 1959, requesting comparative estimates on the Marquam Bridge and approaches, studies were made for the vertical clearances and roadway widths set forth therein, and included preliminary design calculations and sketches of the main spans, and cost estimates.

A vertical clearance of 97' above M.L.W. instead of 85' would be provided with a structural depth of 29 feet for the six-lane structure, using the profile furnished. Alternates "B" and "C" have 186' welded composite plate girder suspended spans over the main navigation channel, with a structural depth of 12'.

The span arrangement shown on Drawing No. 8328-C was used for the main spans of the three alternates "A", "B" and "C". The approximate limits covered by the following estimate totals, are sta. 450 on the east and sta. 495 on the west approach ramps.

	"A"	"B"	"C"
	97' vert. clear.	130' vert. clear.	160' vert. clear.
	6 lanes	8 lanes	10 lanes
	92.4' roadway	116.4' roadway	140.4' roadway
East Appr.	$3,620,000	$3,620,000	$3,675,000
Main Span superstr.	2,190,000	2,610,000	3,154,000
Main span sub str.	3,674,000	4,850,000	6,950,000
West appr.	3,184,000	3,162,000	3,734,000
	$12,668,000	$14,242,000	$17,513,000

The approach ramp estimates are based on costs per sq. ft. comparable to costs of recent similar type construction, and are close enough for comparative purposes.

L. L. Wallace
Preliminary Plans Engineer

LLW:smd

NOTED
G. S. PAXSON

RECEIVED
MAR 59

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1959

SUBJECT: Clearances--Portland Bridges

To:

Mr. Dennis L. Peterson
Traffic Engineering Division

DEPARTMENT

St. Johns Bridge: All navigation except an occasional row boat would be restrained to the center span of the suspension bridge. The main river piers are on 1,207-foot centers. The 750-foot channel as fixed by the Port of Portland (7-1-1929) is situated between limits of 108.5' east of the center line of the west river pier and 348.5' west of the center line of the east river pier. The west harbor line is situated 52.30' east of the center line of the west river pier at the main suspension span and has an angularity of 104°02' with the center line of the bridge. The east harbor line is situated 52.29' west of the center line of east river pier of the main river suspension span and has an angularity of 75°27' with the center line of the bridge. The distance between the two harbor lines on the center line of the bridge is 1103.41'. The horizontal clearance between the two harbor lines is 1068.3'. The vertical clearance over elevation 0 (US Engineer's Datum--mean low water) is 194' at the harbor lines. The vertical clearance at the center of the span is 205 feet. The minimum vertical clearance for a 440' width centered to the center of the span is 203.6. All of this 440' width lies within the 750' channel. The extreme high water is recorded at elevation 33 feet. The maximum high water recorded between 1894 and 1948 was at elevation 25 feet. My recollection is that the 1948 high water was at elevation 28 feet.

The SP&S Railroad bridge (swing span) has a channel width of 230' and a vertical clearance of 44' over 0.0 or mean low water (Army Engr's). The vertical clearance when open would be unlimited. Plans for this structure are not at hand but possibly could be obtained from the railroad company if more information over that given by the Army Engineers is desired.

Broadway Bridge: Double leaf Rall Bascule--The piers on this bridge number from west to east. The west harbor line is 27.5' east of the center line pier #4. The east harbor line is 27.5' west of pier No. 7. The distance between these harbor lines on the center line of the bridge is 317'5". The vertical clearance over M.L.W. (Army Engr's.) at the harbor lines is 81 feet. The clearance at the center of the lift span (closed) is 90 feet. The clearance 125' each side of this center (horizontal clearance line) would be 87.2'. This Rall type, double leaf bascule would provide unlimited vertical clearance when opened.

Mr. Dennis L. Peterson (2) March 2, 1959

Attached as one exhibit is City of Portland map and elevation of the Broadway Bridge as built.

Steel Bridge (Glison St.): This bridge has a width normal to the channel of the lift span of 250 feet. The vertical clearance to the lower deck closed over Army Engineers M.L.W., Elevation 0.0 is 26 feet. This clearance with the lower deck open is 72' and with both decks open is 164'.

Burnside St. Bridge: Double Leaf Strauss Bascule, draw span 213', with clear width normal to channel 209 feet. Clearance at center line draw span closed above MLW 0.0 (Army Engr's.) 67.27. Clearance at piers closed 45.7 feet.

Hawthorne Ave. Bridge: Vertical Lift. Attached as one exhibit is City of Portland plan and elevation. Piers number from east to west. The harbor line is shown on the west bank as 10' east of the center line of pier #7 and on the east bank as 22.96 west of the center line of Pier #1 both on the center line of the bridge. These relationships have probably been changed since the date of the original bridge construction in 1913, particularly, on the west bank where the new sea wall was built east of pier #7 in 1928. The distance between the harbor lines as shown is 1,350'. For vertical clearances above M.L.W., Army Engr's. 0.00'.

East harbor line	36.5	feet	
Pier 2	39.54	"	
Pier 3	42.95	"	
Pier 4	46.36		
Pier 5	49.73	"	
Lift span	49.73	"	Closed
Lift span	159.73	"	Open
Pier 6	49.73	"	
West harbor line	40.59	"	based on original location of harbor line.

Ross Island Bridge: The vertical clearance at the center of the steel arch span is 120' over M.L.W., Army Engr's. 0.0 datum. From this point clearances are reduced on each panel point toward the main river piers 3 and 4. At the 6th panel point each way, 160.5' horizontal opening the clearance would be 112.6 feet. The clearance reduces to 38 feet at the center of the main piers #3 and #4. The clear width normal to the channel on the 535-foot arch span is 490 feet. The vertical clearance increases from piers 3 and 4 toward piers 2 and 5 for 214' of the 321-foot anchor spans to 82.65'. At piers 2 and 5 the vertical clearance would be 79.97 and at piers 1 and 6 at the ends of the 321-foot side spans would be 71.95 feet.

Please return prints as enclosed for exhibits on the Broadway Bridge and Ross Island Bridge.

J. T. Skelton
Bridge Testing Engineer

RECEIVED
MAR - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JTS:md
cc
I. D. Merchant
E. G. Ricketts, O. S. Paxson

RECEIVED
JAN 29 1959
FOR FILING
OREGON DISTRICT
I-5-6(--)295
6-32

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.6

January 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. G. S. Paxson

Re: Marquam Bridge Clearances
Project I-5-6(--)295

Dear Sir:

We have received a memorandum from Mr. Walter Kurylo in regard to his discussion with Mr. Paxson on navigational clearances at the Marquam Bridge.

Mr. Kurylo states that in recognition of Mr. Tallamy's policy in opposition to movable bridges on the Interstate system, the Bureau will provide any assistance that they can and, if the State should request such help, a representative of our Washington office would present Public Roads position at the Corps of Engineering hearing.

Our Regional office in transmitting Mr. Kurylo's comments have advised that they would be glad to attend a joint conference to discuss information to be used in support of your application at the Corp of Engineers hearing if you so desire.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JAN 28 1959
OFFICE OF
STATE HIGHWAY ENGINEER
ROUTED
G. S. PAXSON

RECEIVED
Office 1959

BUREAU OF PUBLIC ROADS

Memorandum • UNITED STATES GOVERNMENT

FOR FILING

To: [illegible] French
Engineer, Portland, Oregon.

DATE: January 9, 1959

From: Walter Kurylo

SUBJECT: Proposed Interstate System (Marquam) Bridge across Willamette River, Portland, Oregon.

Mr. Glenn Paxson, Oregon Assistant State Highway Engineer, discussed the State's plans for requesting a Corps of Engineers permit to construct subject bridge. He summarized problems in seeking a suitable navigational clearance, and indicated that Public Roads assistance may be needed (1) in the preparation of information for use in the State's economic analysis and (2) in supporting the State's application at the Corps of Engineers hearing.

Recognizing Mr. Tallamy's policy in opposition to movable bridges on the Interstate System, Mr. Paxson was assured that he would receive any assistance needed from your office and the division office and further, that if the State should request such help, a representative of the Bureau headquarters office would present Public Roads position at the Corps of Engineers hearing.

I am sure that in accordance with customary practices, you will see that the Oregon State Highway Department receives whatever help it needs in this instance.

cc: Mr. Glenn Paxson

Jan. 9, 1959

I am assuming that you cannot find it possible to shift the location of the bridge upstream so as to require condemnation of the harbor facility dealing in scrap metal.

W. Kurylo

RECEIVED
JAN 13 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
DEC 29 1958
FOR FILING

Salem, Oregon
December 26, 1958

Proposed Marquam Bridge

Mr. F. B. Crandall

We will shortly be making an application for a permit to construct a bridge across the Willamette River in Portland. This bridge, known as the Marquam Bridge, will be between the Hawthorne Avenue Bridge and the Ross Island Bridge.

The grade line of the bridge, as planned, provides a vertical clearance above mean low water of 87.77 feet in the main channel, 84.66 at the West Harbor Line and 79.31 at the East Harbor Line. These vertical clearances should provide for all tugboat and ordinary river traffic. The horizontal clearance of 334 feet for the main channel should be adequate.

The Tidell Machinery & Supply Company has a dock upstream from the bridge location at which they moor ships to be scrapped and at which they load scrap for offshore shipment. Records show that from 8 to 16 offshore ships per year load at this dock. There are several ships scrapped each year. The offshore ships have mast heights of approximately 120 feet so that a clearance of 150 feet would be needed to accommodate them at high water. This is 63 feet more than we propose and can not be provided in our present location. The maximum clearance under the Hawthorne Avenue Bridge immediately below the Marquam site is 160 feet. The Ross Island Bridge above the Marquam site has a clearance of 120 feet.

It is anticipated that navigation interests will protest the 87-foot clearance we propose and will ask for 160 feet equalling the Hawthorne Avenue clearance. In the last few years increasing attention has been given to the over-all economic effects in establishing clearance requirements. Our only chance of getting a permit at the lower clearances depends on the showing that the over-all benefit from the lower grade line to the community as a whole, exceeds the benefit of passing these offshore ships under the bridge. To prove this requires the submission of an economic analysis.

The low grade line affords many benefits to highway traffic. Some of them are listed below.

1. Reduced Construction Costs.

The higher the clearance provided, the greater the cost of piers and the longer the approach ramp will be to connect with the roadways on each side

of the river. There is a limiting height above which it will not be feasible to make the connections because of existing facilities. I have asked the Construction Division to lay out a grade line at this limiting height and estimates will be prepared of the cost. I have estimates of cost for the low grade line. We will also estimate the cost at a height midway between the two. This will enable us to plot a curve giving costs at any height between the two extremes. We can assume a life of 50 years for the structure and the difference in cost should be amortized over this period at three percent to give the yearly cost difference.

2. Roadway Widths.

We will have mixed traffic using the structure, including a considerable percentage of trucks. The higher the clearance, the steeper will be the grades. This will result in slower traffic and will reduce the capacity. We can logically claim that additional traffic lanes will be required on the steeper grades to provide equal capacities. This will increase construction costs. We should determine the grade at which additional lanes will be needed and added cost estimates will be prepared.

3. Cost of Traffic Operations.

The rise and fall over a high grade line will increase the cost of operating vehicles, especially trucks. This should be computed on the three grade lines on which construction costs are estimated and a curve can be drawn giving an estimate of additional cost over the entire range. This is an annual cost to be added to the yearly amortization of the construction cost.

4. Miscellaneous Costs.

We must make the best presentation possible and if anyone can come up with additional effects, they should be considered.

The costs of providing additional vertical clearance should be compared with the benefits from such clearance. There is no evidence that any navigation requiring more than tugboat clearance will ever use the river above the Ross Island Bridge except the shipping from the Zidell dock. The only such use between the Marquam site and the Ross Island Bridge is the Zidell operation. If we prevent offshore ships proceeding to their present dock, their interests are damaged. Some of these damages are listed below:

a. Decrease in Property Value.

The Zidell's own in fee a small area directly under the proposed bridge that we must acquire. They have a purchase contract with the Union Pacific Railroad Company covering a large area above the bridge site. There is some question as to whether this purchase contract will enable them to establish damage. There is also some question as to whether restriction of use by

prevention of these larger ships using the dock can be used in establishing property damage. Mr. Porter has looked into this and has some information of value.

b. Added Cost of Operation.

The Zidell plant can still operate with some modification. The scrap that is shipped out can be brought to downstream docks by barge and ships brought in to be scrapped can have their masts cut down at downstream docks. We need good estimates of the volume of the operation and the added cost to Zidell.

This analysis will take some time. It is similar to some of the work that Mr. Blensly's section is doing. Please assign one of your men to it and confer with me so that we can get started.

C. S. Pearson

CSP:gm
Mr. W. C. Williams
cc Mr. Ivan D. Marchant
Mr. Tom Edwards
Mr. H. L. Porter
(Extra copy)

RECEIVED
NOV 19 1958
FOR FILING

November 14, 1958

Mr. W. D. Polk
Division Engineer
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: East Bank Freeway, Marquam
Bridge and approaches

Under date of August 5 you wrote asking estimates on the Marquam Bridge and approaches exclusive of the Union and Grand Avenue ramps. This request was subsequent to my letter to you of July 29, 1958. In estimates submitted with my letter of July 29, the Union Avenue and Grand Avenue ramps had been estimated on the basis of a roadway width of 30 feet without any additional shoulder clearance. These ramps were estimated to cost $1,090,800. This sum should, therefore, be deducted from the total estimated cost given in the July 29 letter.

The revised estimates, exclusive of the Union Avenue and Grand Avenue ramps are, therefore, as follows:

	8' Shoulder	6' Shoulder	3' Shoulder
Main Crossing	$5,288,000	$5,190,000	$5,044,000
East Approach	3,009,600	2,863,600	2,649,600
West Approach	1,468,800	1,357,200	1,245,600
Total	$9,766,400	$9,412,800	$8,939,200

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

G3P:gn

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ivan D. Merchant

FORM E-20 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1958

SUBJECT: Revised Estimates of Marquam Bridge and approaches

To:

Mr. Ivan D. Merchant
Bridge Engineer
O F F I C E

At your request, we are submitting revised estimates of the Marquam Bridge and approaches, with Union and Grand Avenue Ramps excluded.

As both the Union Avenue and Grand Avenue ramps were estimated at a constant roadway width of 30', the reduction in the estimate would be the same for all three estimates; namely, $1,090,800.

The revised estimates would read as follows:

	8' Shoulder	6' Shoulder	3' Shoulder
Main Crossing -------	$5,288,000	$5,190,000	$5,044,000
East Approach -------	3,009,600	2,865,600	2,649,600
West Approach -------	1,468,800	1,357,200	1,245,600
Total ----------	$9,766,400	$9,412,800	$8,939,200

The above figures are the adjusted estimates using the figures noted in the letter on July 29, 1958 by Mr. G. S. Paxson to Mr. C. G. Polk.

Thos C Roake

T. C. Roake
Assistant Bridge Engineer

TCR/mm
cc: Mr. T. C. Roake

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.2-D

August 5, 1958

PLEASE RETURN TO
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: East Bank Freeway, I-5-6(--)
Marquam Bridge and Approaches

Dear Sir:

Reference is made to Mr. Paxson's letter of July 29 on bridge widths for the above project. We understand that the comparative cost estimate included the two ramps on the east approach which connect to Union and Grand Avenues.

It is our feeling that partial shoulders are not justified for ramps connecting to local streets. Please furnish revised cost estimates exeluding the Union and Grand Ave. ramps.

Regarding the 3 ft. clearance from edge of through traffic lane to face of curb on the left, we have roughly computed the cost of 3 ft. clearance to be $125,000 more than 2 ft. clearance. In view of the relatively high cost of an extra 1 ft. clearance on this project, we believe it should not be used. Use of a 2 ft. curb clearance and a 1-1/2 ft. curb will provide the same 3-1/2 ft. clearance to the face of the handrail on the approaches as is provided by an 8 ft. median on the bridge.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
AUG 6 1958
OFFICE OF
ENGINEER

RECEIVED
OCT 20 1958
FOR FILING

Salem, Oregon
October 20, 1958

Proposed Marquam Bridge

Memorandum to file

The U. S. Engineers informed me that the following number of ships whose masts are from 110 to 120 feet high, have passed through the site of the proposed Marquam Bridge over the Willamette River during the years 1955 to 1958:

1955	4 trips loaded, plus 4 empty	8 trips
1956	10 trips loaded, plus 10 empty	20 trips
1957	9 trips loaded, plus 9 empty	18 trips
1958	5 trips loaded, plus 5 empty	10 trips
	Total	56 trips

These are offshore boats loading scrap iron at Zidells.

GSP:ga

G. S. Paxson

NOTED

RECEIVED
JUL 31 1958
FOR FILING

July 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: East Bank Freeway, I-5-6(-)
Marquam Bridge and approaches

Dear Sir:

A study has been made of the relative costs and advantages of different shoulder widths on the Marquam Bridge and its approaches over the Willamette River in Portland.

The main river crossing will consist of steel spans with a total length of 1,206 feet. Preliminary estimates of cost on three schemes - 8-foot shoulders, 6-foot shoulders, and 3-foot shoulders - were made. The approaches on both the east and west ends are shown on the attached prints entitled "East Marquam Br. Interchange", dated June 13, 1958, and "Sunset Interchange", dated May 29, 1958. These show, by center line only, the future connections to the Mt. Hood Freeway on the east end and to the Sunset Freeway on the west. These future connections are not included in the estimates of cost.

In the following preliminary estimates of costs the main river crossing has the same shoulder width on each side. The one-way ramp connections have shoulder widths as noted in the following tabulation on the right and 3 feet of curb clearance on the left. All curbs are planned for 1½ feet of clearance from the face of the curb to the face of the handrail.

	8' Shoulder	6' Shoulder	3' Shoulder
Main crossing	$ 5,280,000	$ 5,190,000	$ 5,044,000
East approach	4,100,400	3,956,400	3,740,400
West approach	1,468,800	1,357,200	1,245,600
	$10,857,200	$10,503,600	$10,030,000

These preliminary estimates indicate that the 6-foot shoulder will cost $473,600 more than the structure without shoulders and the 8-foot shoulder will cost $827,200 more than the structure without shoulders.

With respect to the anticipated breakdown frequency, we have recently completed a pilot study on shoulder usage on the H. H. Baldock Freeway. For this study the section of the freeway between the Woodburn and Sopmere Interchanges was used for observation. For a 12-hour period vehicles were observed using the shoulder and, where it was possible, the motorists were interviewed to determine the purpose for the stops. An analysis of these data indicates that emergency stops of such a nature as to make an almost immediate stop occurred once in every 3,700 vehicle miles. Because of the relatively small sample size and the variability of the sample, emergency stops can be expected to be within the range of 2,600 to 7,000 vehicle miles. We should expect two to five emergency stops on the bridge daily.

This structure will be the most important single section of the Interstate Highway in the Portland area. It is a section in which the vehicle operator will naturally expect a free flow of traffic. It is our belief that the extra shoulder width is entirely justified. It is also our belief that with 12-foot travel lanes a 6-foot shoulder will provide practical parking room for a disabled vehicle even though a few feet of the adjacent lane may be obstructed.

We request your concurrence in the proposed roadway width, namely, six 12-foot travel lanes with 6 feet of shoulder width on each side on the main river crossing and two 12-foot travel lanes with 6 feet of shoulder width on the right and a 3-foot curb clearance on the left. I understand that your office has questioned the 3-foot curb clearance on the left on one-way ramps on the basis of the Policy on Arterial Highways in Urban Areas, pages 396-397. These standards are minimum. In this case the traffic volume, alignment and grades are such that a slight increase is amply justified. I would also call your attention to our Oregon standards which have used 3 feet of curb clearance for almost 20 years. It does not seem reasonable that the standard should be reduced on the Interstate System.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

CSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Ivan Merchant

RECEIVED
FOR FILING

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

08-35.2-D

July 21, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: East Bank Freeway
Project I-5-6( ), old I-303( )

Dear Sir:

Confirming recent verbal discussion with your representatives on the shoulder widths to use on the Marquam Bridge and elevated approaches, we are attaching a copy of the Regional office memorandum of June 9, 1958 on this subject. This memorandum indicates that a 6 ft. width could be approved if justification is furnished.

Please send us your recommendation on the shoulder widths desired and if the width desired is more than 3 ft. justification should be furnished as outlined in the Regional office memorandum.

Very truly yours,

C. G. Polk
Division Engineer

Enclosure

REFERRED TO
Paxton
BY DEPUTY STATE HIGHWAY ENGINEER
Lets go for the wider bridges

RECEIVED
JUL 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

08-00.2 BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. C. C. Polk, Division Engineer
Salem, Oregon

DATE: June 9, 1950

FROM : J. F. Cameron, Acting Regional Engineer
Portland, Oregon

SUBJECT: East Bank Freeway, Portland, I-5-6( ), old I-303( ), Structure Widths

Reply is made to your memo of June 4.

The matter of extra width on long bridges to provide for disabled vehicles has been a subject of much discussion and there are various proposed treatments in the several states.

Since, as you note, any decision on this matter will probably tend to set a precedent for other similar sections on the Interstate System in Portland it is desirable that we carefully consider needs, costs, traffic volumes and other pertinent factors.

We believe it desirable to review the proposed practice in a number of states and to cite what information we have with respect to the Washington office position in this matter. We also consider the subject to be of sufficient importance to require Washington office advice although your office, our office and the State may have definite ideas as to desirable treatment.

First the general Washington office position as gleaned from the Kansas City Design Conference is that on long span and high cost structures special studies are needed to justify shoulder provision. Safety features, such as a bridge shoulder, are favored if the extra cost is not excessive. The only way to determine this is by the submission of alternate sections and comparative costs to evaluate each case separately. In a recent case the Washington office approved a major bridge section with curb clearances only, after considering costs of wider sections. In some states the BPR has approved inclusion of shoulders on bridges several hundred feet long.

Second, what is the proposed practice in a number of other states?

In New Jersey on a 280 foot structure the State wanted a 12' shoulder carried across. In this case the final approval was for a 6' shoulder.

Nevada was given permission to carry full width shoulders across long bridges. However, there are only a few such

structures on Interstate in this state.

In California it is proposed that all separation structures, except those over waterways, would have a ten foot shoulder on the right and a four foot shoulder on the left. We doubt that blanket approval would be given to such a proposal.

An eight-lane viaduct 2.7 miles long with simple and comparatively short spans, will have eight foot shoulders on each side. As we understand it this is an approved California Federal Aid project.

The Lake Washington Ship Canal Bridge, a high level eight-lane bridge, has been approved with 6' shoulders on the right, a 1 1/2' curb both sides and a 4 foot median (2' raised) with barrier guardrail in center of median. This bridge is approximately 4,300' long, estimated cost of approved alternate $15,402,000, traffic est. 1975 is 159,000 A.D.T. for 12 lanes (upper deck four lanes, lower deck eight lanes). Before BPR approval in this case comparative cost estimates were made of five alternate sections. The extra cost involved in providing the 6' outside shoulders over a conventional curb clearance, section, was $897,000. This, however, covered the cost of 6' outside shoulders on the lower four-lane section in addition to those on the upper.

We cite the above to emphasize the fact that extra shoulder width must be supported by the factors of traffic, special conditions such as anticipated breakdown frequency, and its probable effect on freeway and city streets, traffic, and extra cost involved.

An important factor is the citation of an anticipated breakdown rate in justification of extra width. In the case of the Lake Washington bridge experience on the floating bridge across Lake Washington indicated an anticipated breakdown rate of one vehicle in 13,000 vehicle miles. An average of eleven traffic breakdowns per day was forecast for the volume of traffic estimated for the Ship Canal Bridge.

On the basis that a study of these factors favored the provision of some extra width of bridge shoulder, we think that 6' of shoulder with a 1' curb section on both elevated approaches and the Marquam Bridge probably could be approved and we would so recommend.

FORM E-20X—97,000—2-58—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1958

SUBJECT: Marquam Bridge

To: G. S. Paxson
Assistant State Highway Engineer
BUILDING

L

Reference is made to your letter of June 12, 1958, requesting traffic and anticipated breakdown frequency on the Marquam Bridge over the Willamette River in Portland.

It is anticipated that the 1975 traffic on the Marquam Bridge will be 62,000 vehicles per day. With bridge length of 1,133 feet, the vehicle miles per day (1975) amounts to 13,300.

With respect to the anticipated breakdown frequency, we have recently completed a pilot study on shoulder usage on the R. H. Baldock Freeway. For this study the section of the freeway between the Woodburn and Hopmere Interchanges was used for observation. For a 12-hour period vehicles were observed using the shoulder, and where it was possible the motorists were interviewed to determine the purpose for the stops. An analysis of these data indicates that emergency stops of such a nature as to make an almost immediate stop occurred once in every 3,700 vehicle miles. Because of the relatively small sample size and the variability of the sample, emergency stops can be expected to be within the range of 2,600 to 7,000 vehicle miles.

The use of the maximum value of 7,000 vehicles miles of each emergency stop is somewhat at variance with the 13,000 vehicle miles on the Lake Washington Bridge. A factor which might vary these values would be the high speeds found on the R. H. Baldock Freeway as contrasted to the slower speeds anticipated on the Marquam Bridge. This factor alone could materially change the frequency of emergency stops.

Based on the Marquam Bridge itself, not including the approach ramps, it is estimated that there will be two emergency stops per day.

RECEIVED
JUN 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. Crandall
Traffic Engineer

RCB:mp:dp

FORM E-90 20M 8-51 62318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 18, 1958

SUBJECT: Marquam Bridge Estimate

To: Mr. G. S. Paxson
Assistant State Highway Engineer
O f f i c e

As requested by your memorandum of June 12, an estimate of the Marquam Bridge across the Willamette River has been made for three different roadway widths; 8-foot shoulder width, 6-foot shoulder width, and 3-foot shoulder width.

The preliminary estimate of cost for the 1200' of main structure across the river is as follows, with all amounts including 18% for engineering and contingencies:

96-foot roadway, 8-foot shoulders————$5,288,000
92-foot roadway, 6-foot shoulders————$5,190,000
86-foot roadway, 3-foot shoulders————$5,044,000

The above costs are of a very preliminary nature, however, they should give an indication of the difference in costs between the various roadway widths.

Ivan D. Merchant
Bridge Engineer

IDM/mm

RECEIVED
JUN 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-125—SM—8-56

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet E-1

Bridge MARQUAM BRIDGE over WILLAMETTE RIVER @ PORTLAND County Multnomah

Calculations by T.C.R Date June 17 1958 Bridge No. 8328

Est. Very Preliminary

PIERS (5) Assume Pier #1 & 5 similar (Quantities roughed from work of I.D.M)

Exc. 103 x 31 x 20/27 = 2365 yds

Piling No 300 = 300
Length x 50 = 15000 LF

Seal 103 x 31 x 4/27 = 473 yds

Conc 144,540 - 67,600 = 76900/27 = 2850 yds

Re. Steel. 2850 x 150#/yd. = 427,000#

Assume Piers #2, 3 & 4 similar

Exc. 103 x 31 x 20/27 = 2365 yds.

Piling No 340 = 340
Length x 50 = 17,000 LF

Seal 103 x 31 x 13/27 = 1538 yds.

Conc. 144,540 - 14000 = 130540/27 = 4830 yds.

Re Steel 4830 x 150 = 725,000#.

SUMMARY OF PIERS (5)

Exc.	= 5 x 2365	= 11826 yds	@ $8.00	= $94,600
Piling	= 2 x 300 + 3 x 340	= 1620	@ $60	= 97,200
	2 x 15000 + 3 x 17000	= 81000 LF	@ 80	= 64,800
Seal	= 2 x 473 + 3 x 1538	= 5560 yds	@ $35.00	= 194,600
Conc	= 2 x 2850 + 3 x 4830	= 20190 yds	@ $70.00	= 1,413,300
Re-Steel	= 2 x 427,000 + 3 x 725,000	= 3,029,000#.	@ .13	= 393,800
Shoring & Cribbing.	5 @ $50,000			250,000
				2,508,300

393,200
94,600

3,029,000
5087000
3329000
8416000

Form B-120—BDS—8-56

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet E-2

Bridge MARQUAM BRIDGE over WILLAMETTE RIVER @ PORTLAND County Multnomah

Calculations by J.C.R. Date June 17 1958 Bridge No. 8328

EST- VERY PRELIMINARY.

SUPER STRUCTURE.

Structural Steel	5000 x 1200 =	6,000,000#	@ .28	=	$1,680,000
Conc. $(50^{25.25} \times .5 + 85 \times .75 + 83^{1.45} \times .75) 2 = 57.15/27 \times 1200 =$		2540 cu yds	@ 70.00	=	177,800
Re-Steel. 300#/yd x 2540	=	762,000#	@ .13	=	99,060
Hdrl. Pipe rail above parapet.	=	2400 Lf	@ 7.00	=	16,800
					$1,973,660

7620
22860
30,480

22860
7620
30,480

Substructure =	2,508,800	+18% =	2958,000
Super Structure =	1,973,660		282,000
	$4,481,960		5240,000
18%	806,045		
For 8' shoulder	$5,288,000		

	36' 8' shoulders.	32' 6' shoulders	28' 3' shoulders.
Substructure.	2,959,000	2,959,000	2,959,000
Superstructure.	2,329,000	2,231,000	2,085,000
Totals.	$5,288,000	$5,190,000	$5,044,000

Form E-126 -6M--8-56

Oregon State Highway Department
BRIDGE DESIGN SECTION

Sheet E-3

Bridge MARQUAM BRIDGE over WILLAMETTE RIVER & PORTLAND County Multnomah

Calculations by T.C.R. Date June 27 1958 Bridge No. 8828.

APPROACHES TO MARQUAM BR

Compare G & J 3-12-12-8 Rdwy 30'
D & C 3-12-12-6 " 33'
3-12-12-8 " 36

Length of Viaducts. (Scaled).

C 350' @ 42 = 42592 x 30
45 33
48 36

D 635 @ 42 "
45
48

Main Spans

EAST APPROACHES 3@4+2L 3@4+6L 3' both sides

530	'J'	@30	= 15,900 SF	@30	= 15,900 SF	@30	= 15900
1500	'J'	30	= 45000	30	= 45000	30	= 45000
1600	'C'	35	= 56,000	33	= 52,800	30	= 48000
1400	'C'	47	= 65,800	45	= 63000	42	= 58800
400	'D'	47	= 18,800	45	= 18000	42	= 16,800
1000	'D'	35	= 35,000	33	= 33000	30	= 30000
1600	'D'	47	= 75,200	45	= 72000	42	= 67200
1000	'G'	30	30000	30	30000	30	= 30,000
			341,700 SF		329,700 SF		311,700 SF

WEST APPROACHES.

900'	4°	48	= 43200	45	= 40500	42	= 37800
2200		30	= 79200	33	= 72600	30	= 66000
			122,400 SF		113,100 SF		103,800 SF

Total Area	464,100	442,800	415,500 SF
@ 12/SF	$ 5,569,200	$ 5,313,600	$ 4,986,000

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35.2

June 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached hereto for your information and guidance are comments by our Regional office setting forth some current practices on the treatment of shoulders on long structures. This information has been submitted to us at our request in order to formulate a policy with regard to the Marquam Bridge and approaches.

As you will note, several examples have been cited from other states indicating the general practice of deciding each design on its own merits.

It is requested that you submit a study of the suggested factors of breakdown frequency and cost involved for alternate designs on the Marquam Bridge and approaches using either a standard three foot curb offset or a six foot shoulder. Please make separate estimates for the approaches and main structure.

We do not believe that shoulders wider than six feet can be approved since a six foot width will satisfactorily permit passing of stalled vehicles.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

Enclosure

REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED

RECEIVED
JUN 3 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1958

SUBJECT: R.H.Baldock-East Bank Freeway
Clearance required at
"Marquam" Bridge

#341E

To: Forrest Cooper
Deputy State Highway Engr.
O f f i c e

The attached profile of Marquam Bridge grade line is intended for Mr. Paxson's use in making an official request to establish clearance for that structure.

The basic hypothesis used is that 85 feet vertical clearance, measured from a U.S.C.&G.S. (1929 adjustment) elevation of 1.5, will be required for the entire center span which will be approximately 425' in length and that a slightly lower clearance at the Harbor Lines is acceptable. Since the 1929 adjustment (U.S.C.&G.S.) datum plane is 1.77 above zero elevation City of Portland working datum, the minimum clearance elevation on the latter datum is 1.5 + 1.77 + 85.0 = 88.27. The Bridge Division is assuming a structural depth of 36,0 will be required, bringing top of pavement profile to 124.27 at minimum clearance.

Tom Edwards
Construction Engineer

LPS:dl
Attach.

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
OFFICE OF
ENGINEER

RECEIVED
APR 21 1958
FOR FILING

Salem, Oregon
April 24, 1958

Clearance - New Marquam Bridge

Mr. Tom Edwards
Construction Engineer
Department

Mr. Paxson reports that a back door conference was held with the Corps of Engineers re the vertical clearance necessary at the new Marquam Bridge. Although the Corps cannot give official opinions, it was the thinking of the engineers that 85 feet would be sufficient unless objections were raised by shipping interests. Please take this into consideration in future plans for the Marquam Bridge and abutting interchanges. As soon as data is available it should be turned over to Mr. Paxson so that an official request can be made to the Corps of Engineers for establishment of the clearances for the Marquam Bridge.

Forrest Cooper
Deputy State Highway Engineer

FC:ms

cc Mr. G. S. Paxson
Mr. Ivan Merchant

10-57-5M-C

Southern Pacific Company

8-2660

UNION STATION, PORTLAND 9, OREGON

L. R. SMITH
SUPERINTENDENT

February 10, 1958

911700A/311-2

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Sir:

Referring to your letter of December 26 transmitting maps pertaining to interchange connection to Baldock Freeway with proposed Marquam Bridge over the Willamette river, Portland.

Apparently there will be parallel encroachment on our right of way between Ross Island Bridge and property you wish to acquire that is now leased to Alaska Junk Company. It also appears that connecting ramp will be very close to our main track, with possibility that some of our trackage will have to be shifted.

Before we can conclude property matters it will be necessary that we have plans showing how we are going to be affected.

As discussed with your Mr. Tom Edwards, we have transmitted print of our right of way, and would appreciate your advising as soon as possible all of the encroachments on our property in this area.

Yours truly,

L R Smith

RECEIVED
FEB 13 1953
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 26 1957
FOR FILING

Grant
Project
Bjuni
Portland.

December 25, 1957

Mr. L. H. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

A few days ago Mr. Kendrew of your office was here requesting information as to our need for the Southern Pacific property north of Sheridan Street in Southwest Portland. I am enclosing a map at a scale of 1" = 50' of the area, on which the Southern Pacific property involved is shaded in green. I am also enclosing a sketch, at a scale of approximately 1" = 200', on which the property and the layout of the interchange connecting the extension of the Baldock Freeway (Ub99) with the proposed Marquam Bridge over the Willamette River is shown. This bridge is a link in the Interstate System leading to the Eastside Freeway which will extend northerly on the east side of the river to a connection with the Banfield Freeway (U530) that is also a part of the Interstate System.

You will note that the requirements of the interchange make the entire area unsuitable for commercial use. We believe it is advisable to purchase the property rather than to take easement rights.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:CM
Encls.

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. R. L. Porter

S.W.

S.W Porter

Scale

9M

2M

11M

16

28M

28M

20M

11M

Ross Island Bridge

13M

13M

8M

5M

10M

10M

18M

S.W Gibbs St

S.W Whitaker St

S.W. Kelly Ave

19M

Sheridan

13M

13M

16M

12M

S.W.

16M

19M

12M

S.W. Moody

19M

12M

Harb

MARQUAM BRIDGE

Scale 1" = 200'

PRELIMINARY COPY
SUBJECT TO CHANGE

S.W. Kelly

19M

Sheridan

13M

13M

16M

12M

S.W.

16M

19M

12M

S.W. Moody

19M

12M

Harbor L

MARQUAM BRIDGE

Z-4

le 1"=200'

PRELIMINARY COPY
SUBJECT TO CHANGE

U

T Ave.

H

S.W. Kelly

S.W. Meade St.

S.W. Corbe

7

6

42

5

4

8

N 67°00

42

1

2

3

5

4

T

M. DeCicco

6

27082 ②

7

8

82

①

S

①

②

1

③

2

3

4

27084

N 87°-81 33 P.S.

RW. & V.I. Ridu

78

S.W. Hood Ave.

MH

S 85°-63 32 P.S. =

N 85°-59 95 P.O.T.

MH

OE-3

216833

L

OE-4

Deed RW 17819 P38

B 1 P 27

E-3

S.W. Meade St.

5 6 7 8

E 41 R

4 3 2 1

S.W. Arthur St.

5 6 7 8

S 40

E. 1,442,500

N 677,500

4 3 2 1

S.W. Water Ave.

Corbett Ave.

T

24" Water Main

8" V.S.P.

S.W. Arthur St.

J

22063②

S.W. Baker St.

Deed RW 17819 P.38
B.1827
21683②

K

N 14° 06' W
513.52'

Pipe Shed

S.W. Baker St.

S.W. Sheridan St.

S.W. Caruthers Ct.

N. 67 1/2 300

39

A D D.

1 2 3 4 5 6

9 10 11 12 13 14

M.H.

24" Water Mn.

15" S.P.

M.H.

14" V.S.P.

24" Water Mn.

85·36° C.S.P.

24" V.S.P.

1

22063 ⑤

S.W. Baker St.

22063

Western Foundry Compo

④

12" Water Mn.

30" x 48" Brick Sewer

Western Foundry Co

1280 - 16

S 14°24'31.5"E.

80

22063 ③

160.6'

235.4'

27332

Pipe Fittings

S 89°17'E

131.69'

12.41

Deed RW 18162

B. 1847 - P. 545

21553

Junk Co.

Shop

Pipe

S.W. Sheridan St.

S.W. Caruthers Ct.

S.W. Caruthers St.

6 5 4 3 1 2

9 10 11 12 13 14 15 20 19 18 17 16

N. 678.000

SMH

"L" 73+55.80 P.T.

24" Water Mn.

85-36" C.S.P.

24" V.S.P.

22063

Western Foundry Company

④

Western Foundry
763 - 98
(14)
22063 ①

42" Water Mn.

30" x 48" Brick Sewer

75

Garage

22063 ③

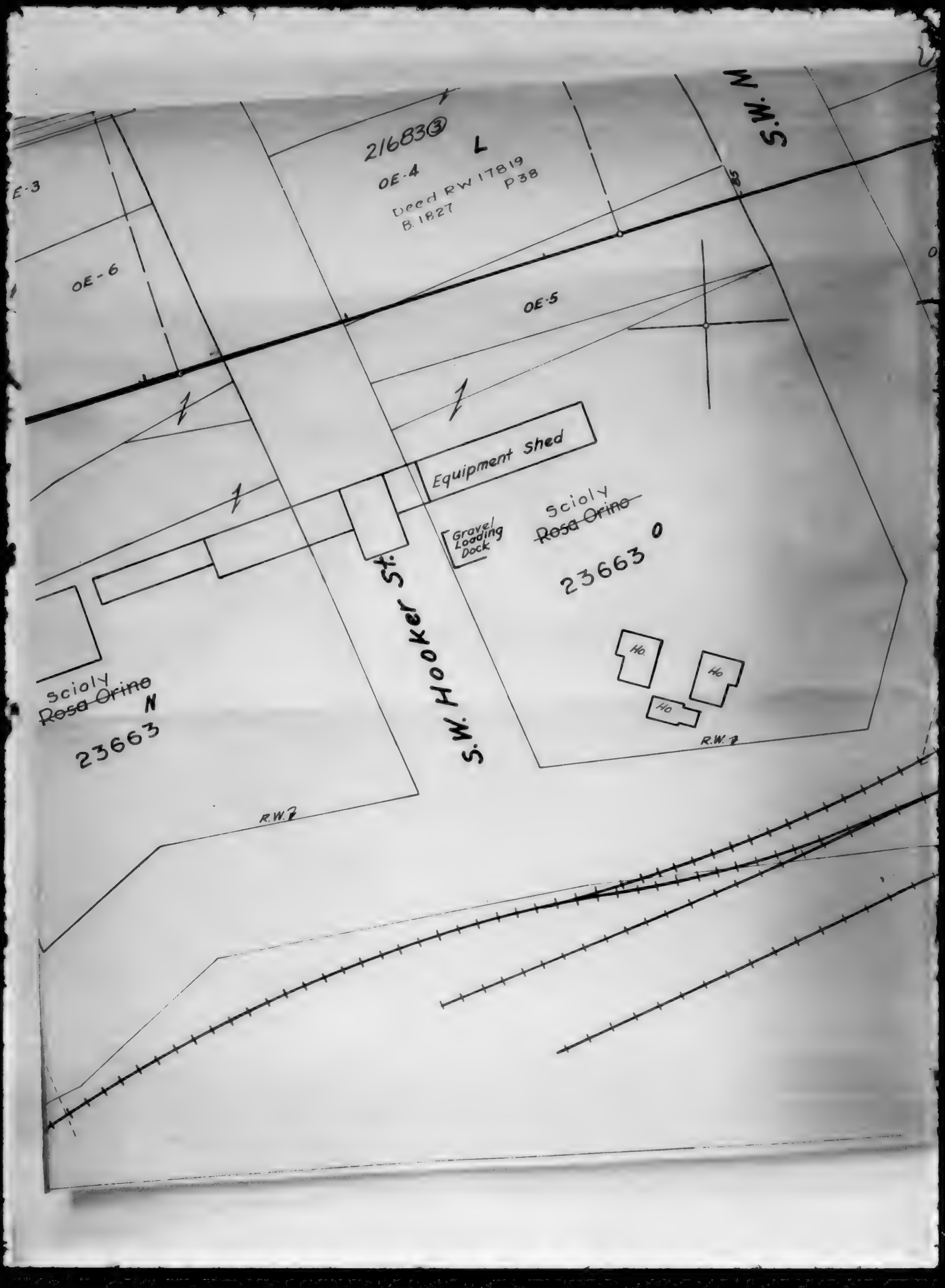
Western Foundry Co.
1280 - 16

①

Schnitzer & Wolf ② (27)
21553

Deed RW 18162
B. 1847 - P. 545
21553

S 89° 17' E
131.69'
12.41


E-3
OE-6
OE-4
L
Deed RW 17819 P38
B. 1827
OE-5
S.W.M.
Equipment Shed
Gravel Loading Dock
Scioly
~~Rosa Orino~~
23663 0
S.W. Hooker St.
Scioly
~~Rosa Orino~~
N
23663
R.W.P.
R.W.P.
R.W.P.

N 14° 06' W
513.52'

Pipe Shed

Pipe Dipping Shop

Work Shop

OE-2

RW 7

N 38° 26' 05" W
72.57'

N 67° 31' 25" W
71.35'

N 73° 48' 35" W
181.8'

27434 (1)

S 23° 51' E - 690.14'

S.W. Moody

Scale

BARDE STEEL CO.
Warehouse

Sec. 3
Sec. 10

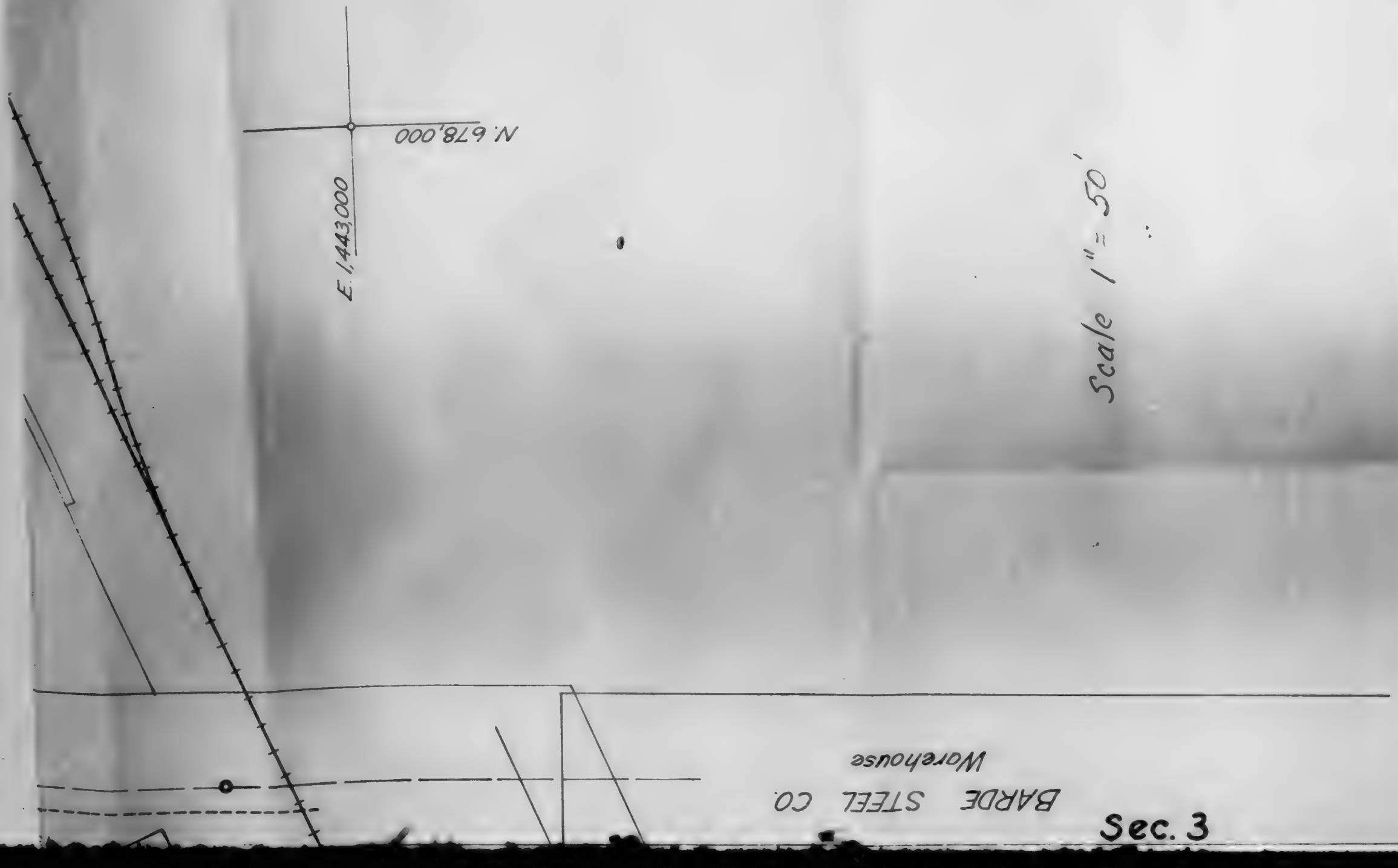
27434 ②
220'

15'

Junk Shop

Alaska Pipe Co.

Pipe Fittings


N. 678,000
E. 1,443,000
Scale 1" = 50'
BARDE STEEL CO.
Warehouse
Sec. 3

RECEIVED
MAY 7 1958
FOR FILING

WCW
FC

May 6, 1958

Oregon State Highway Commission

Gentlemen:

A public hearing was held in Portland on May 2 re a segment of the Eastbank Freeway from North Russell Street to a connection with the Baldock Freeway southeasterly of the proposed Marquam Bridge across the Willamette River. No objections to the route were raised at the hearing; therefore, it is my recommendation that the Commission adopt the survey, so that the purchase of right of way may proceed preparatory to construction.

I am attaching a map on which rough details of the routing are shown.

The matter will be on the agenda for your consideration at the meeting May 8-9.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:me

Enclosure

cc Mr. Tom Edwards
Mr. R. L. Porter

BEGINNING OF SURVEY

US 99 PACIFIC HIGHWAY

S.W. ARTHUR ST.

S.W. SHERIDAN ST.

S.W. MARKET ST.

S.W. CLAY ST.

S.W. COLUMBIA ST.

S.W. JEFFERSON ST.

S.W. FRONT WEST

S.W. KELLY

S.W. GIBBS ST.

US 26 MT. HOOD HIGHWAY

MARQUAM BRIDGE

WILLAMETTE

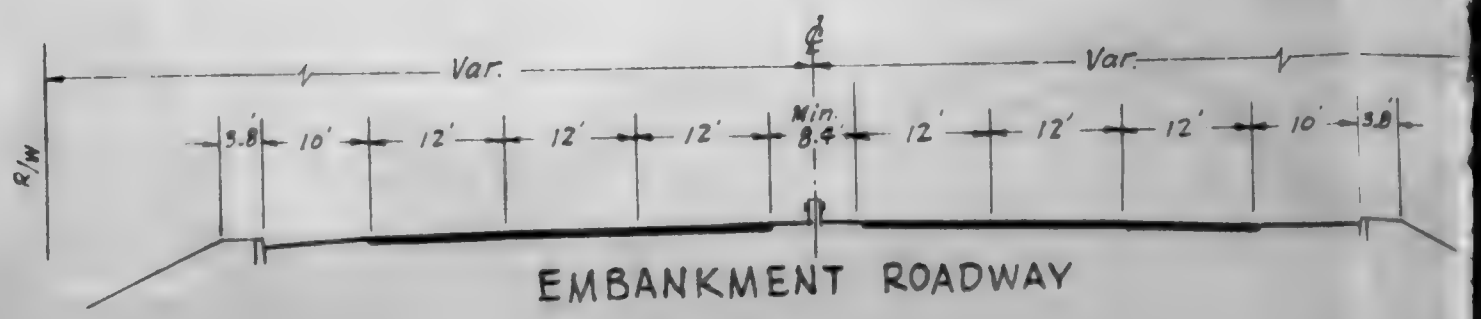
HAWTHORNE BRIDGE

ROSS ISLAND BRIDGE

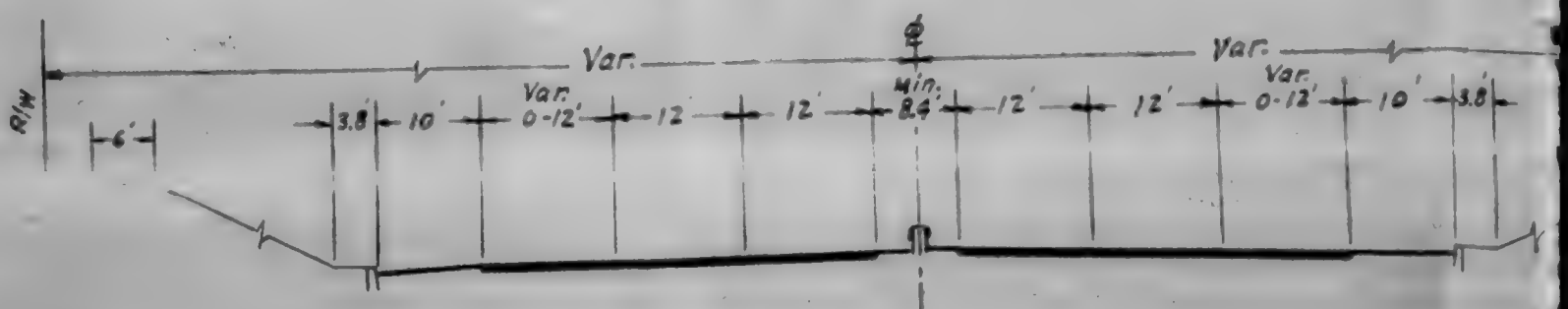
US 99E PACIFIC HIGHWAY EAST

S.E. UNION AVE.

S.E. GRAND AVE.



EMBANKMENT ROADWAY

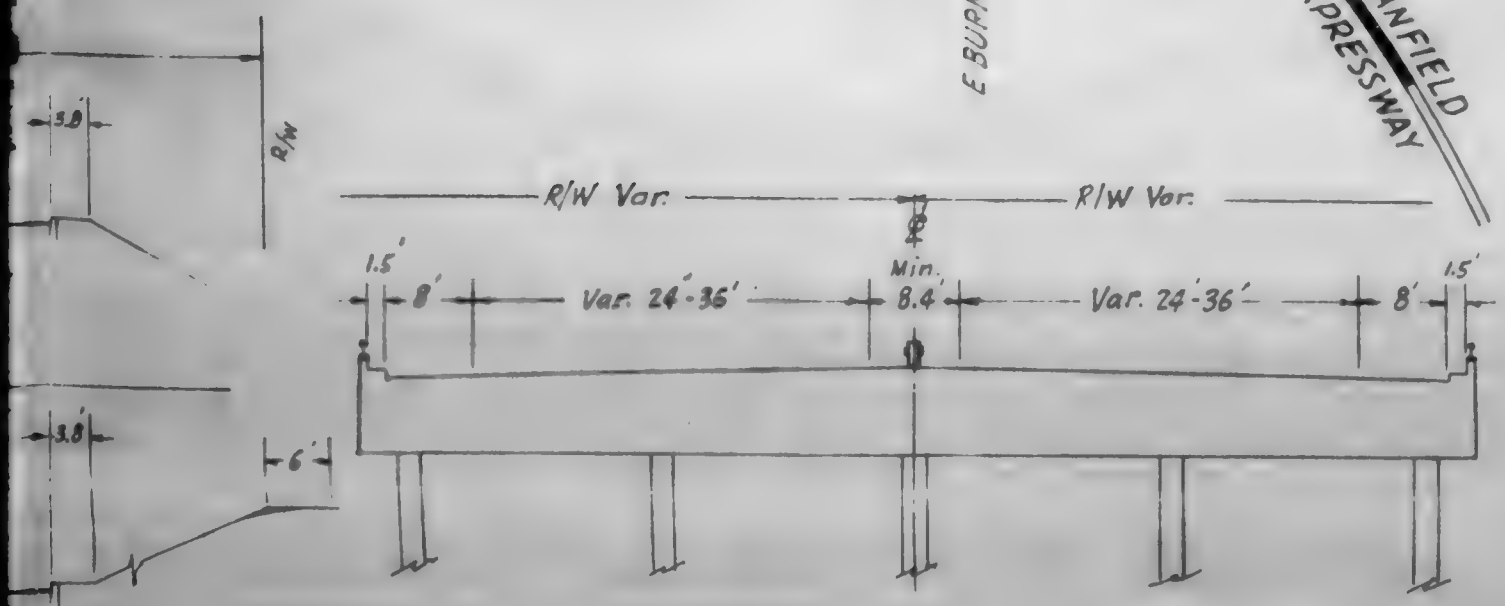


DEPRESSED ROADWAY

TYPIC

PORTLAND

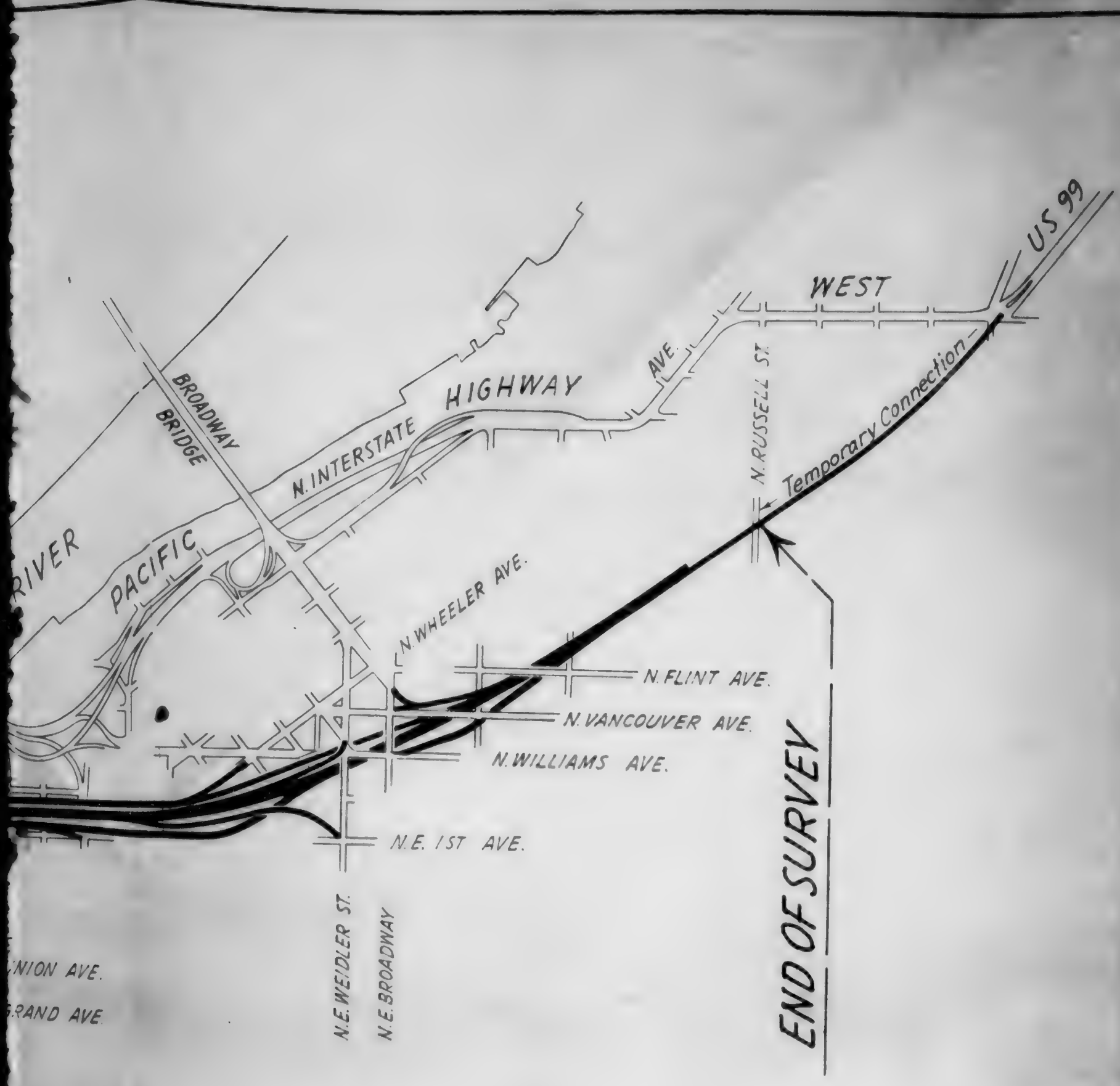
S.W. COLUMBIA ST.
S.W. JEFFERSON ST.
S.W. ALDER ST.
S.W. WASHINGTON ST.
N.W. GLISAN ST.
BROADWAY BRIDGE
HARBOR
AVE.
DRIVE
US 30
MORRISON BRIDGE
HIGHWAY
BURNSIDE BRIDGE
STEEL BRIDGE
RIVER
PACIFIC
S.E. YAMHILL ST.
S.E. BELMONT ST.
S.E. MORRISON ST.
S.E. WASHINGTON ST.
COLUMBIA RIVER
S.E. 3RD AVE.
E. BURNSIDE ST.
N.E. GLISAN
US 99E
N.E. UNION AVE.
N.E. GRAND AVE
T.H. BANFIELD EXPRESSWAY
N AVE.
GRAND AVE.
OREG
EAST



VIADUCT ROADWAY

APPROVED Scale: 1"

8B-9-13



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

EAST BANK FREEWAY SECTION

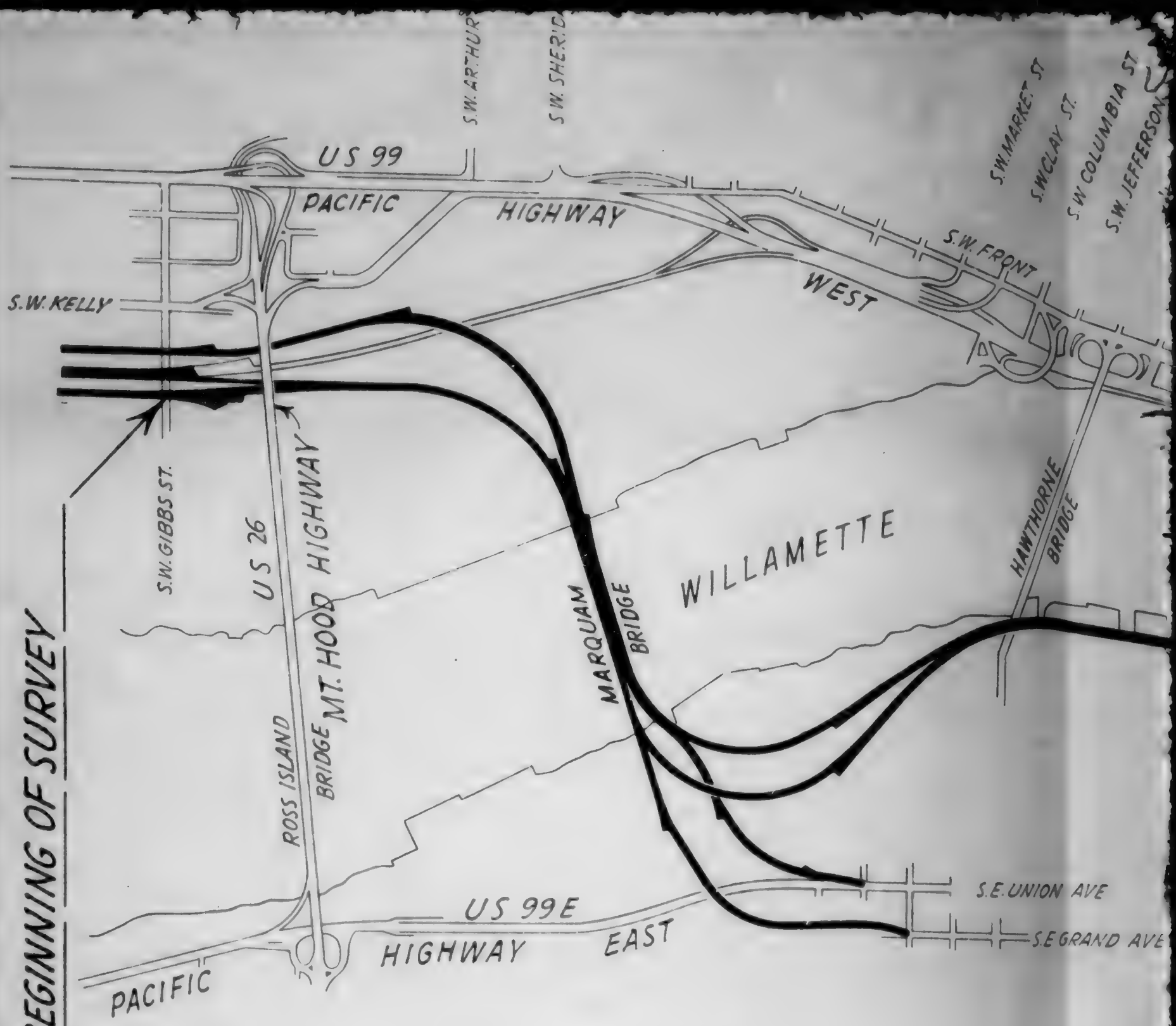
PACIFIC HIGHWAY

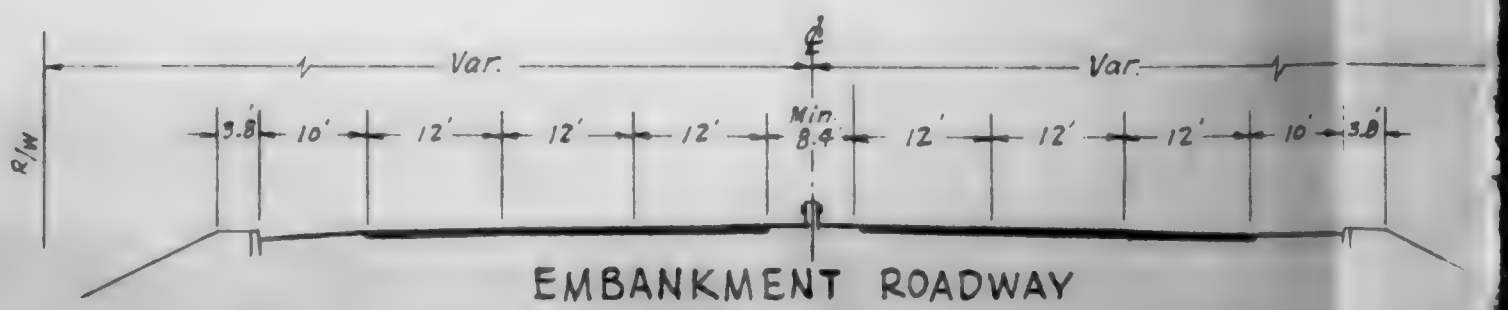
MULTNOMAH COUNTY

Scale: 1" = 800'

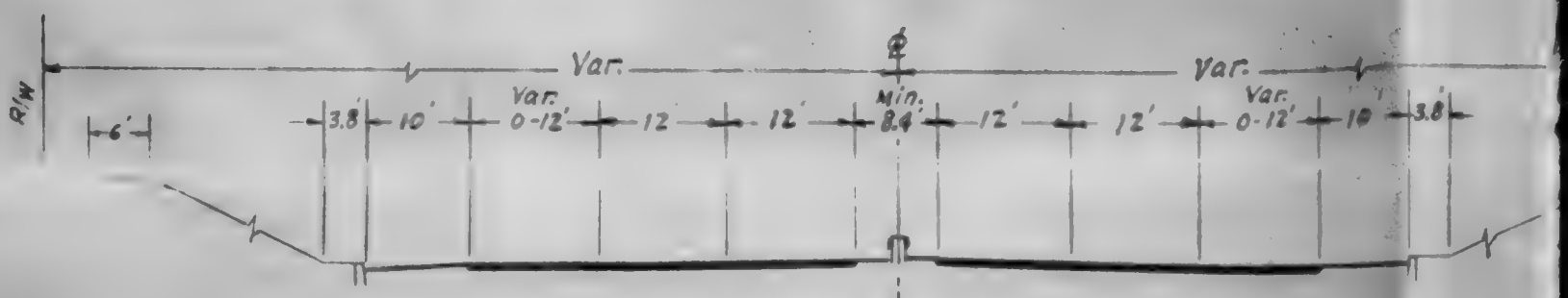
May, 1958

BEGINNING OF SURVEY





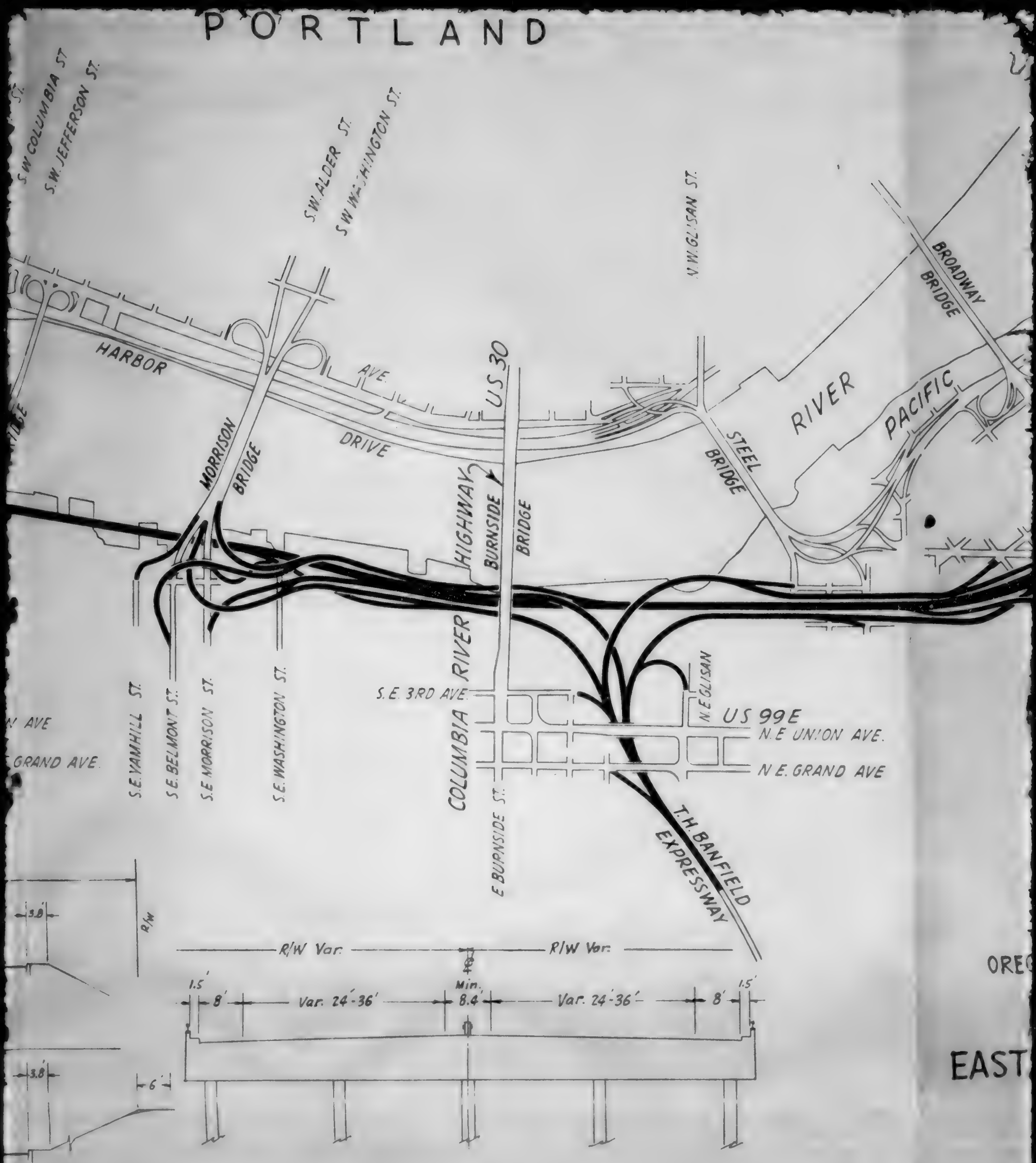
EMBANKMENT ROADWAY



DEPRESSED ROADWAY

TYPICAL

PORTLAND



VIADUCT ROADWAY

ORE

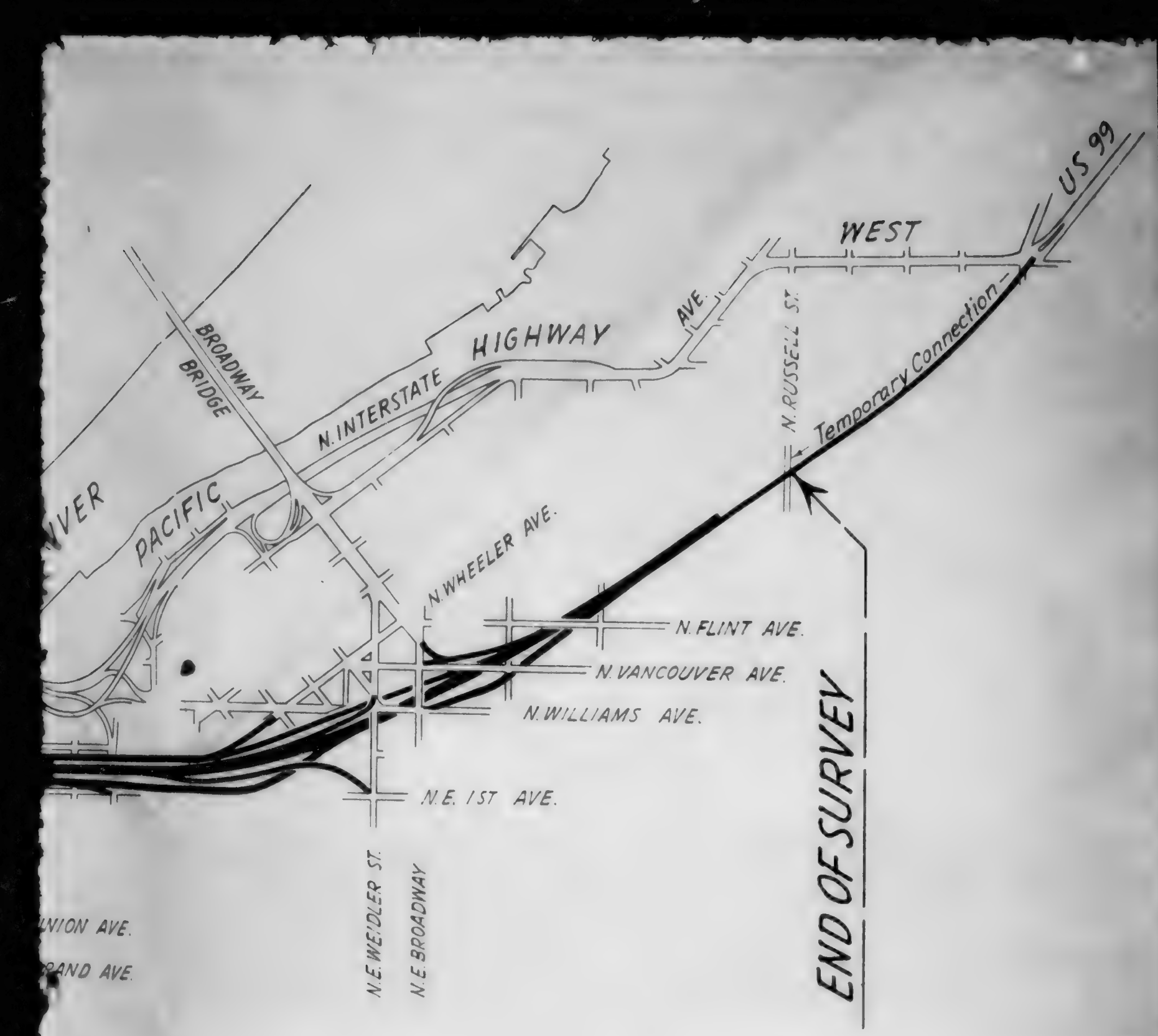
EAST

YPICAL SECTIONS

APPROVED Scale: 1

DEPUTY STATE HIGHWAY ENGINEER

Date May 5 1958



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

EAST BANK FREEWAY SECTION

PACIFIC HIGHWAY

MULTNOMAH COUNTY

APPROVED

STATE HIGHWAY ENGINEER

May 5, 1958

Scale: 1" = 800'

May, 1958

DRG. NO. 8B-9-13

RECEIVED
APR 21 1958
FOR FILING

April 23, 1958

737

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Replying to your letter of March 19 transmitting Mr. French's letter of March 14 concerning the East Bank Freeway, we comment regarding Mr. French's letter as follows:

Preliminary information indicates that the ship channel clearance at the Marquam Bridge may be reduced to 85 feet. We will, of course, construct to the lowest clearance allowable.

The matter of reduction of gradient north of Russell Street is properly a part of the Delaware Freeway and will be studied with that unit.

Regarding comments on ramp widths, the Union and Grand Avenue ramps will be in service several years before the Mt. Hood Freeway is built. They are on quite long, steep grades and would provide a troublesome bottleneck if passing were not allowed, since heavy truck traffic from the east side industrial area will use them extensively.

Ramp B at the Morrison Street Bridge carries a traffic assignment in excess of one-lane design. Ramp C also carries a two-lane traffic assignment. The Portland plan of off-center operation of its structures will, we feel, be carried out here during peak traffic periods.

The N-E and E-N ramps connecting to the Banfield Freeway are both rather long and steep gradewise and should provide for passing. We agree that the N-E ramp should be shadowed to one lane at its entrance to the E-E ramp and the nose extended beyond the Union Avenue Bridge.

The D ramp at Weidler should be two lanes. Normal traffic is near two-lane capacity, and its proximity to the E-R center will result in an extremely high DHV which should be provided for. Leg A from Weidler will carry the same high DHV traffic as will Leg D and may require storage to prevent backing traffic into Weidler. The E and F ramps have traffic volumes requiring two-lane design.

Regarding the A, B, and C ramps southbound from the E-R Center, we feel the proposed plan is desirable because of superior alignment both vertically and horizontally. We do not understand your reference to a connection from Weidler to Occident unless you mean to use the city street system. If the C ramp were eliminated, you would have only one exit from the E-R Center to the Banfield Freeway other than the city streets. The C line eliminates congestion and signalization at Oregon, Holladay, and Hassalo Streets that would result if this traffic were forced through the street system.

At the "Slip Ramp" where Ramp B merges with D, there is a taper or merging lane almost 600 feet long. AASHO standard for acceleration lane from 14° curve to 50-mile-per-hour speed is 200 feet. This seems to fall well within the safe limits. The "Slip Ramp" from the Banfield E-S leg to the Morrison Bridge has its own lane in which to enter with the traffic from the Freeway and better than 1,200 feet to weave for the east-west bridge connection.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

TE:AR me

cc Mr. Tom Edwards

RECEIVED
FOR FILING
OREGON DISTRICT
08:35

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 19, 1958

(131)

W. C. Williams
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Attached is a copy of Regional Engineer French's memorandum of March 14th to our Washington office reviewing the proposed East Bank Freeway in Portland. We would be pleased to have your comments on the points raised in Mr. French's memorandum.

Please note that the waterway clearance on the Marquam bridge is questioned. We understand this clearance was set at 130 or 135 ft., to equal the clearance at the Ross Island bridge. This office questions the need for such a high clearance in view of the limited benefits to navigation in this section of the Willamette River.

Very truly yours,

C. G. Polk
Division Engineer

Attachment

NOTED
FORREST COOPER

RECEIVED
MAR 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

08-00 BUREAU OF PUBLIC ROADS

Mr. C. M. Williams, Assistant Commissioner
Washington, D.C.

March 14, 1938

R. H. French, Regional Engineer
Portland, Oregon

Oregon PAI-303, East Bank Freeway, Portland

The following documents concerning the design of the subject freeway section are transmitted under separate cover for your information and files:

1. Oregon technical bulletin No. 38-3 entitled "The East Bank Freeway"

2. Plans and profiles of the Marquam Bridge section, alternate plans B-2 and E opposite the C.R.D., and two alternates for the Interstate Avenue to Oregon Street Section.

3. Sketch map showing the proposed location.

4. Copies of the Division Engineer's February 4, February 5, and February 26 memoranda and our February 16 and March 6 answers.

Your review and comments are requested.

The State recommends alternate B-2. It is the cheapest. Representatives of the City Engineer's office and the City Planning Commission favor one of the low level lines. You will note from our March 6 memorandum to the division engineer that we desire further information before recommending any particular alternate. It is our understanding that the City Planning Commission wishes to remove ocean-going shipping from this portion of the harbor. We assume they are in agreement with the Port of Portland, another local commission, but advice on this is lacking at present. The State Report notes that this feature in the low level plans may be a disadvantage. This matter should of course be determined before final approval.

The general plan is considered satisfactory. The collector roads from north of the Banfield freeway to south of the Morrison Street Bridge are considered justifiable. Time has not yet been available for a detailed check of the plans and profiles in this office. The following comments, concerning traffic service features of the layout, are offered.

Either of the layouts includes 5% grades (6% downgrade on the west approach to Marquam Bridge). Reducing the 4.8% grade at the north end of the East bank freeway, (N.W. of Morris and Mississippi Streets) might be accomplished by severing more cross streets. Reducing the grades at Marquam Bridge would apparently require reducing the waterway clearance under that structure. We do not know whether the State has attempted to obtain a permit for reduced clearances or not. The harbor facilities south of Marquam Bridge are not extensive or intensively used at present. With ocean going shipping removed from the upper Harbor Bridge clearances could be reduced considerably. The horizontal alignment and maximum grades on all the alternates are comparable. Alternate H has less rise and fall than the low level alternates.

The ramps connecting the Ramfield Freeway to the south (B-3 and B-6) and the approaches to the Marquam Bridge justify two-lane construction. Our recommendation is that all other ramps be reduced to one lane with provision for passing a stalled vehicle. Ramps that connect with city streets with angular intersections, as leg D or leg E at Weidler and Broadway Streets, could be widened to two lanes near the street terminal for storage. Ramps that merge with other facilities without adding an additional lane to those facilities, as at the Morrison Bridge or the Marquam Bridge connections to Union and Grand Streets, should be one lane all the way.

This office prefers the alternate layout on the colored plan from Oregon Street north to the plan now proposed by the State. This plan has a southbound On ramp from the intersection of Wheeler and Williams rather than from Weidler and Williams as on the proposed plan. We would eliminate ramp "C" in favor of a connection from Weidler Street to Occident Street. The proposed teardrop island at the intersection of Leg D and Weidler Street is considered undesirable. It requires unnatural movements in that cars wishing to turn right should bear left and vice versa. An intersection of Leg D on Weidler about 100 ft. west with a continuation north of ramp D bearing off to First Avenue is recommended. The above comments are based on the assumption that the following streets will operate one way; Broadway, Weidler, Occident, First, Wheeler from Vancouver East, and Vancouver and Williams from Wheeler north. This operation is recommended. Oregon and Holliday Streets are presently operating one way. Williams from Wheeler south past the proposed Exposition-Recreation Center will require four-lane operation.

We are concerned about the merging condition on the Ramfield Freeway connections just west of Union Street. We consider that the on ramps from the local streets at 3rd and Grand are both desirable and have previously indicated to the State that their inclusion would be satisfactory. The 3rd Ave. ramp will allow free moving operation from the Burnside Bridge and the C.B.D. The existing Grand Ave. ramp

serves the East side commercial and industrial area via the Union-Grand one-way couplet. We recommend that the N-E ramp be reduced to one lane and the zone extended to beyond the Union Ave. Bridge to relieve the double merge.

Between the Burnside and Morrison Bridges there are "slip ramp" type connections, on the collector roads, where vehicles leaves one stream of traffic and immediately enter another. Do you feel that more lateral clearance and a greater distance between the diverging and merging noses are necessary?

As a matter of interest, the ramp connections from S.E. Water Street to and from the Morrison Bridge which must be torn out to facilitate most of the alternates are just now being completed by the county.

RECEIVED
APR
FOR FILE
FORM E30S—12½ M—8-57—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1958

To: Mr. Tom Edwards
Construction Engineer
O F F I C E

SUBJECT: File No. 27436 - Southern Pacific Co.
Harbor Drive-Barbur Blvd. Section (and
Pacific Highway (Marquam St. Bridge)
Multnomah County

The above file covers a proposed acquisition from the Southern Pacific Company and their lessee, The Alaska Junk Co., for right of way on the above section.

Our scheme leaves the Southern Pacific with a 30' right of way for their industrial tract. The Railroad Company has asked that we lessen our taking so that they can retain a 60' right of way.

This matter has been discussed with Mr. Paxson, and he offers no objection.

Unless you see some reason for not complying with the Railroad Company's request, will you kindly authorize a change in the description?

R. L. PORTER
Right of Way Engineer

RLP:IH
(in duplicate)
cc: G. S. Paxson
S. N. Mayhew

RECEIVED
APR 10 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1958
FOR FILING

NOTED
W. C. WILLIAMS

FORM E10—SOM—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1958

SUBJECT:

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
O f f i c e

As per your request in your letter of March 6, 1958, I met on March 12th with Mr. Waldemar Seton, Vice President of the Portland General Electric Company, General Walsh, Engineer for said Company and a group of other members of their organization, relative to our plans for the Marquam Bridge and East Bank Freeway as it might affect Portland General Electric Company's Station L installation.

It was the opinion of Mr. Seton and Mr. Walsh that it would be very desirable from their standpoint if we could stay entirely outside the limits of this company's property. They requested that we attempt to swing our line farther South into property that is presently not being utilized. I informed them that this would be impossible since with this alignment and curvature required on this type of construction, this plan would require us to go entirely East of the Grand Avenue area and back again to the water front creating far too much out of distance travel.

Finally, at my specific request, General Walsh agreed that by varying our lines some, we would not be entirely disrupting their plant setup. They agreed to send us a print showing all under-ground installations in that area and the print has been received. I informed Mr. Seton and Mr. Walsh that we would attempt to revise our line in an effort to create as little disruption of their present and proposed installations as possible.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

NOTED
FORREST COOPER

RECEIVED
MAR 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 - 1958
FOR FILING

Comt
Cor
Mun
Portland

Salem, Oregon
March 6, 1958

Mr. Tom Edwards
Construction Engineer
Department

Mr. Waldemar Seton, Vice President of the Portland General Electric Company, phone CA 8-7181 (extension 324), has called Mr. Williams re their generating station in the vicinity of the easterly end of the proposed Marquam Bridge in Portland. I am not sure as to what plans have been developed for "avoiding" the plant; however, we should give them what information is available at this time in the hope that some sort of a mutually acceptable proposition can be worked out.

Will you please have Mr. Barbee or other people of your choosing contact Mr. Seton and arrange for a conference and field inspection to see what in a preliminary way can be determined. PGE Engineer General Walsh will also be in the conference.

Forrest Cooper
Deputy State Highway Engineer

FC:me

RECEIVED
FEB 6 - 1958
FOR FILING

683

February 5, 1958

Mr. Waldemar Seton, Vice President
Portland General Electric Company
Electric Building
Portland 5, Oregon

Dear Sir:

Your letter of January 20 and the accompanying drawing of your Station L property have been received. The points of conflict between proposals for Station L expansion and freeway construction are being studied.

The exact location of Marquam Bridge has not been established at this time nor has the position at the route north from the bridge. Until both factors are known, it is impossible to evaluate the effect freeway construction will have on Station L.

Initial planning of the East Bank Freeway is nearing completion and the preliminary design may be accomplished within the next 30 days. Detail design will then proceed with every effort being made to minimize conflict between highway and existing commercial installations throughout its length. No routing can be adopted until a public hearing has been held or the opportunity provided for such hearing.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

LPS:dl fn

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

WALDEMAR SETON
VICE PRESIDENT

January 20, 1958

REFERRED TO
Cooper
By State Highway Engineer

PLEASE RETURN TO
FORREST COOPER

State Highway Commission
Salem, Oregon

Gentlemen:

According to Friday's newspapers a new bridge is proposed across the Willamette River in connection with the East Bank Freeway. This bridge would cross the Willamette River approximately at the Foot of S. E. Lincoln Street.

Enclosed is a drawing of our Station L property with the bridge and bridge approaches overlaid thereon. Also enclosed is a copy of a letter from our Assistant Chief System Engineer pointing out a number of reasons why the bridge should not be built at the proposed location.

Portland General Electric Company has millions of dollars invested at Station L. The Company has recently spent approximately a half-million dollars on land lying north of Caruthers Street and between S. E. Fourth Avenue and the river for a future steam plant. As you will note from the enclosed drawing, a 96,690-barrel oil storage tank has been erected at the southeast corner of our property and the plans also contemplate an additional tank immediately west thereof. Your attention is also called to the fact that the proposed bridge would be over the future steam plant, 115 KV switching station and mooring for oil tankers.

The future steam plant, switching station, mooring and oil storage are all interrelated to the present steam plant and switching stations. Their proximity to each other are of great importance in assuring continuity of service to the main business district of Portland.

We believe it quite obvious that the proposed bridge and our facilities are incompatible. To move our facilities would cost millions of dollars. It is accordingly respectfully recommended that another location for the east approach of the proposed Marquam Bridge be sought.

Very truly yours,

Waldemar Seton

Vice President

WS:N
encs.
cc: Engineer of City of Portland

PORTLAND GENERAL ELECTRIC COMPANY
621 S. W. Alder Street, Portland 5, Oregon

January 17, 1958

Mr. Waldemar Seton
Vice President

Dear Mr. Seton:

Proposed State Highway Bridge at Station L

At your request, we have marked on a drawing of the Station L property, the outlines of the approaches for the proposed State Highway bridge. The State proposes to build this bridge across the Willamette at the Station L site, and as we have shown, some of the approach ramps would pass directly over the important 11-kv and 57-kv switching stations adjacent to the power plant. Other ramps would pass over the site of our future steam plant and 115-kv station. The main bridge pier itself would be located where we are now engaged in erecting the oil unloading facilities for the new storage tank.

The 11-kv switching station over which the bridge would pass, is probably the most important substation on the PGE system in that it alone serves the whole of downtown Portland. It is imperative that this important load receive the best and most reliable service possible. This load is so important that, in a serious emergency outage, our system dispatcher before considering any other problem devotes his undivided attention to restoring service to the downtown area. So that he can be prepared for such an emergency, one large generator at Station L is kept spinning night and day at minimum load, just to be ready to take over on a moment's notice.

Obviously, the switching station is the key to the reliability of the whole setup. Months of thought and planning went into the choosing of a proper site for the substation to serve downtown Portland. The Station L site proved ideal. It is close enough so that the downtown area can be reached economically by reliable underground and submarine cables. The busses of this substation serve also as the main generator busses for Station L. The location is away from the hazards of traffic and it is not readily accessible to the general public. As a matter of fact, the station is so nicely tucked away that the public is hardly aware of its existence. This may be a contributing factor to the fact that the State overlooked its importance when selecting the bridge site.

We must do everything possible to preserve the reliability of this station. For a bridge to be erected over it is out of the question. Any article dropped or tossed from the bridge could cause serious damage with resultant service outage. Furthermore, the building of the bridge itself would be extremely hazardous to the high voltage equipment beneath.

To move our station would be extremely expensive, and it would be both difficult and costly to find an equally satisfactory location as it must be adjacent to the steam plant. I hope we can persuade the State to reconsider and study alternate sites for the proposed bridge.

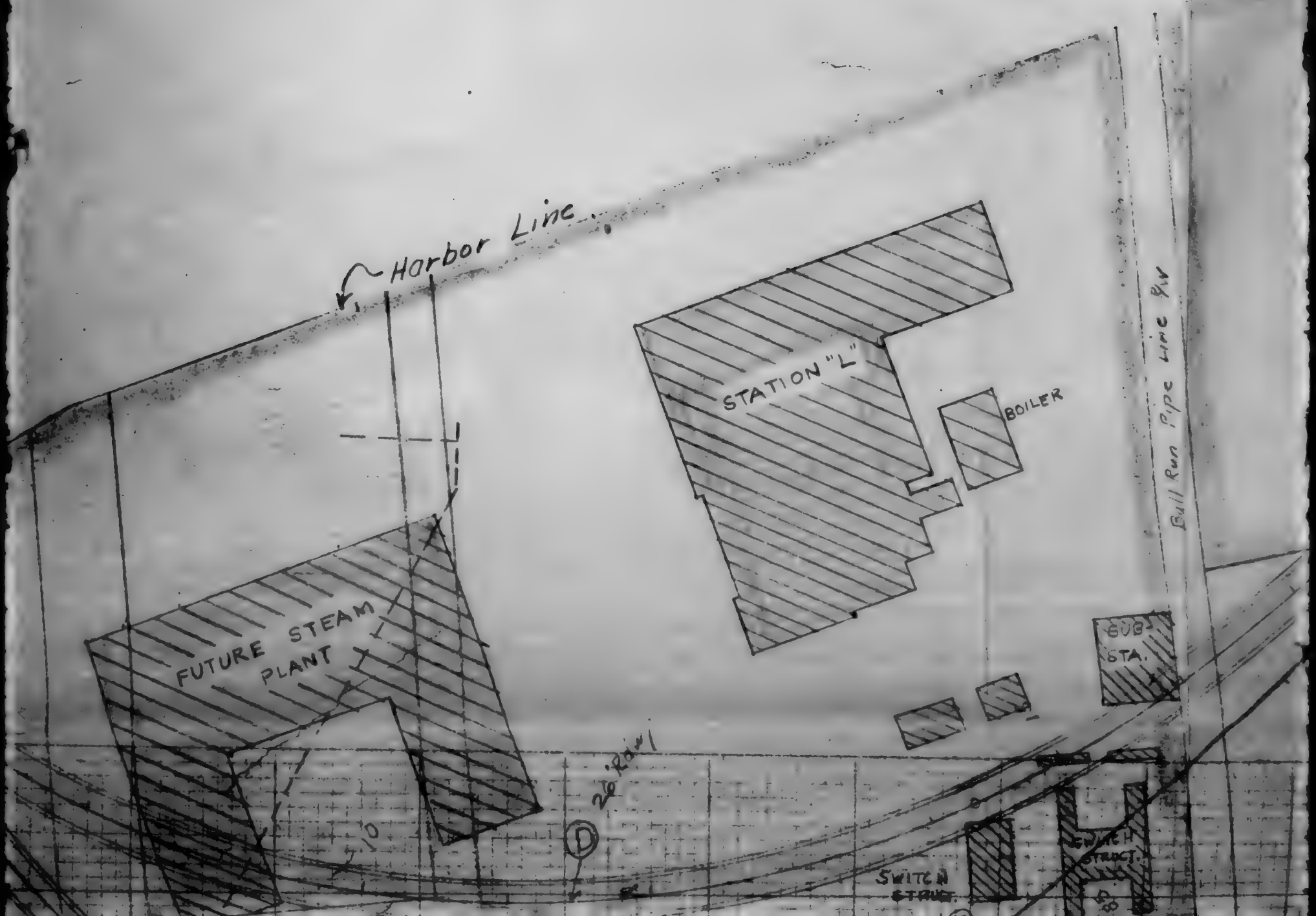
Very truly yours,

S. E. Caldwell

S. E. Caldwell
Asst. Chief System Engineer

SEC:mm

MARQUAM BRIDGE


Harbor Line
STATION "L"
BOILER
Bull Run Pipe Line R/W
FUTURE STEAM PLANT
SUB STA.
SWITCH STRUCT.
SWITCH STRUCT.
26 Road

P.G.E. CO.

Bull Run Pipe Line R/W

S.E MARKET

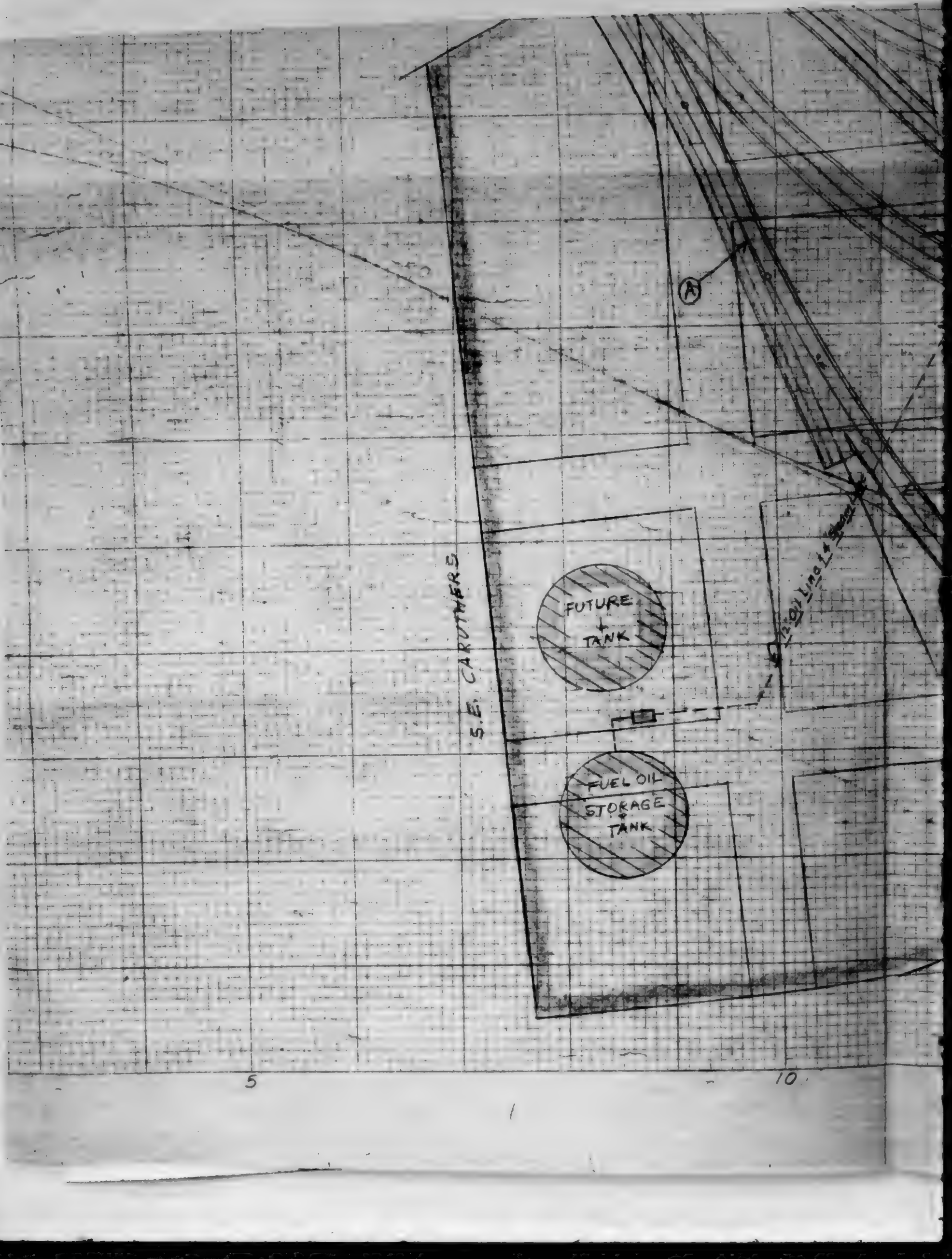
SUB STA.

25

25

25

45


A
S.E. CARUTHERS
FUTURE TANK
FUEL OIL STORAGE TANK
5
10

D
26' R/W
SWITCH STRUCT.
SWITCH STRUCT.
E
B
P.G.E. CO.
C
26' R/W
J
26' R/W
FUTURE STRUCTURE
P.G.E.CO.
26' R/W.
G
S.E. GRANT
Future Mt. Road Freeway Conn.
Future Mt. Hood Freeway Connection
80
100
35
25
15

CONCRETE STRUCT.

80

100

(F)

-0.5

Note: See Separate Roll Flat Grade Back of Plans

2+25 Ahead

23+00 Ahead

600 Ft.

80

100

S.E. THIRD AVE.

80

S.E. 1ST

26

S.E. STEPHENS

S.E. UNION AVE.

20

25

S.E. GRAND AVE

STREET

30'

THIRD AVE.

SECOND AVE.

42

200'

39

60'

STREET

60'

200'

41

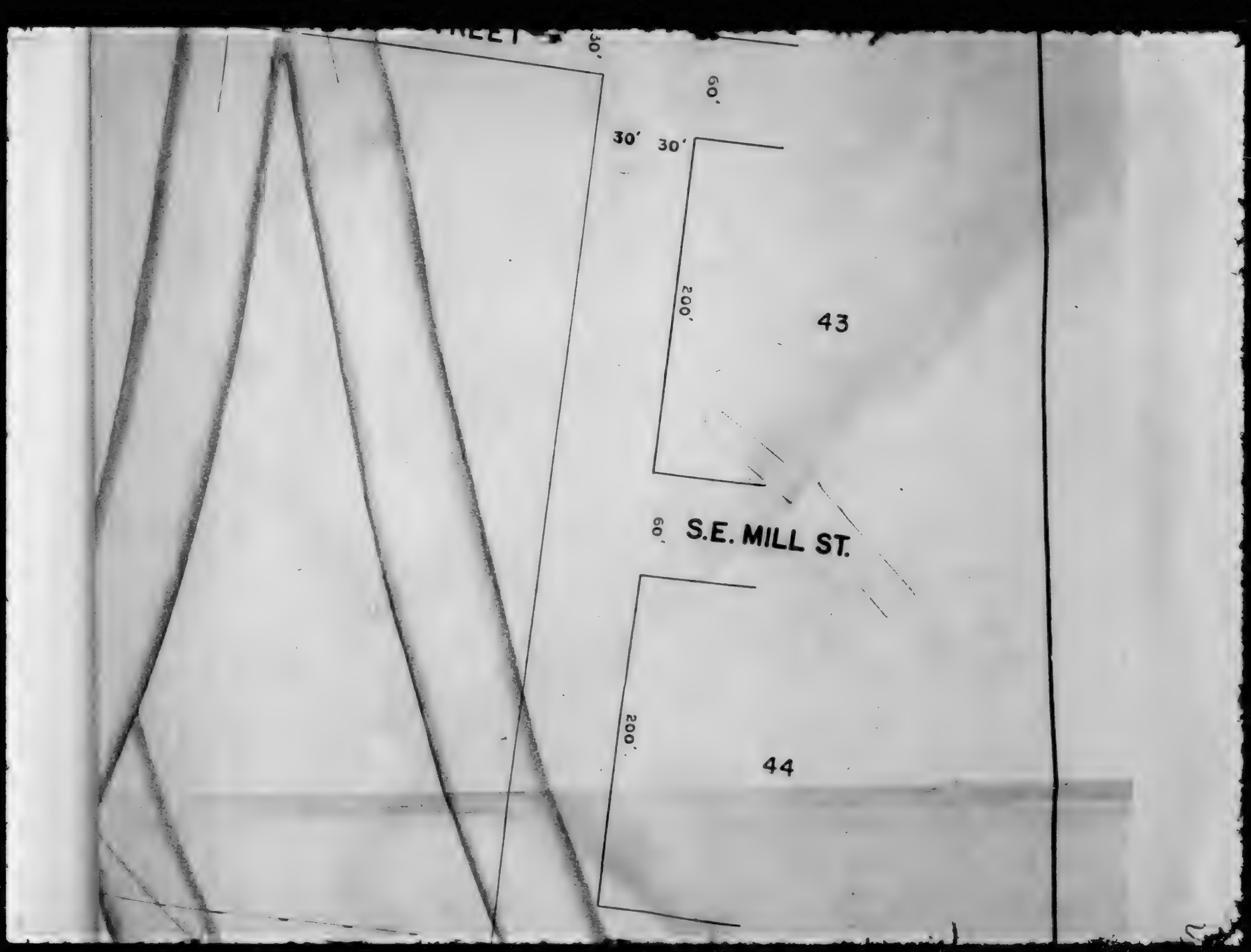
40

60'

S.E.

S.E.

EAST


30'
60'
30'
30'
200'
43
60'
S.E. MILL ST.
200'
44

60. S.E. STEPHENS ST.

S.P.Co.

200'

45

60. S.E. HARRISON ST.

S.E.

200'

46

DIVISION ST.

St.

LOG WINCH HOUSE

119 95'

30

M.T.

T. HOOD FREEWAY

ST.

20'

10.03'

20'

NORTHBOUND

SOUTHBOUND

SPUR

SPUR

SPUR

PORTLAND TRACTION CO.

TOWER No. 118

200'

60'

30'

60'

SCALES

S.E.

30'

130'

70'

60'

164'

48

119.95'

FUTURE 115 KV
STRUCTURE

160'

40'

48

96,690 BBL
FUEL OIL
STORAGE
TANK

60'

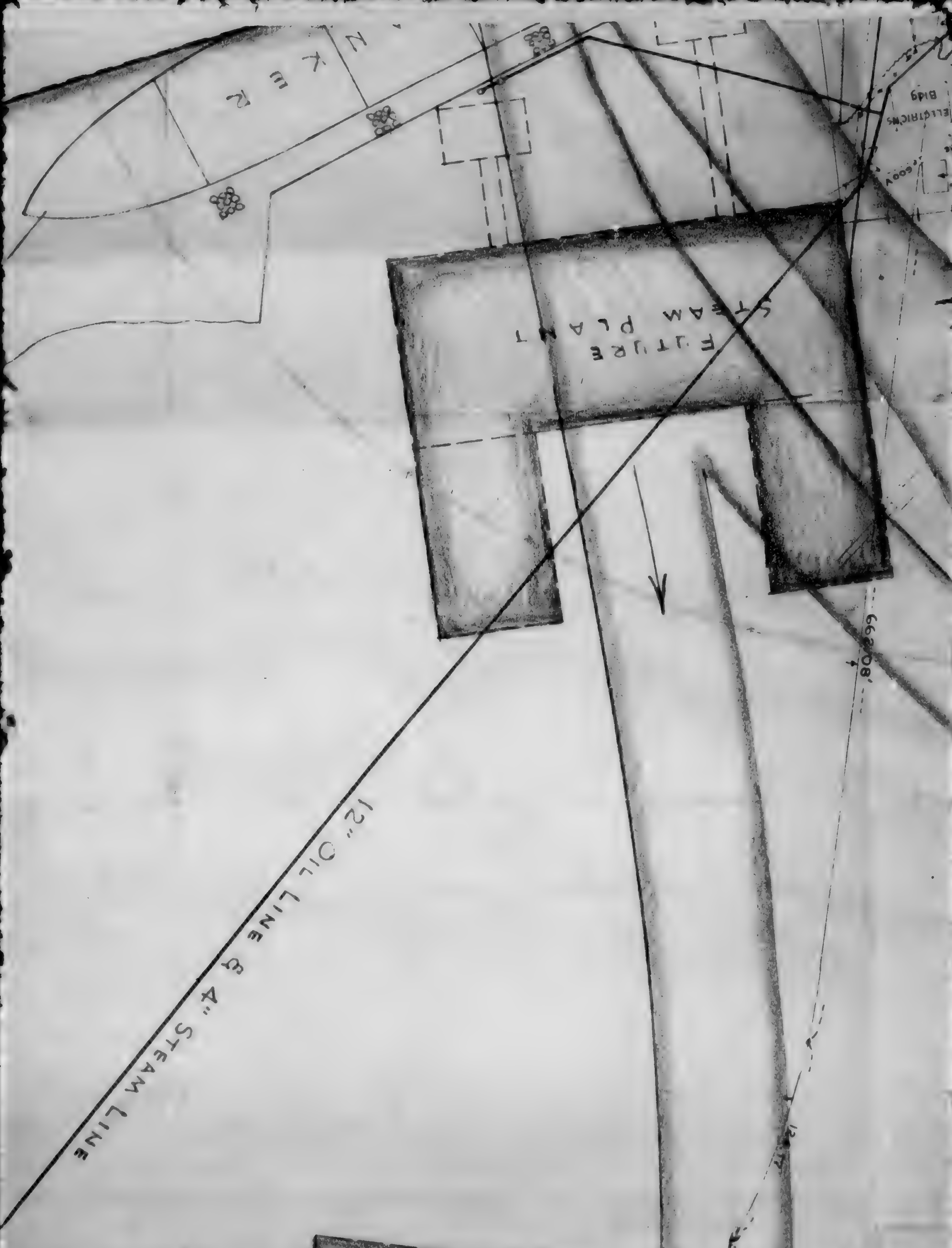
FUTURE TANK

60.

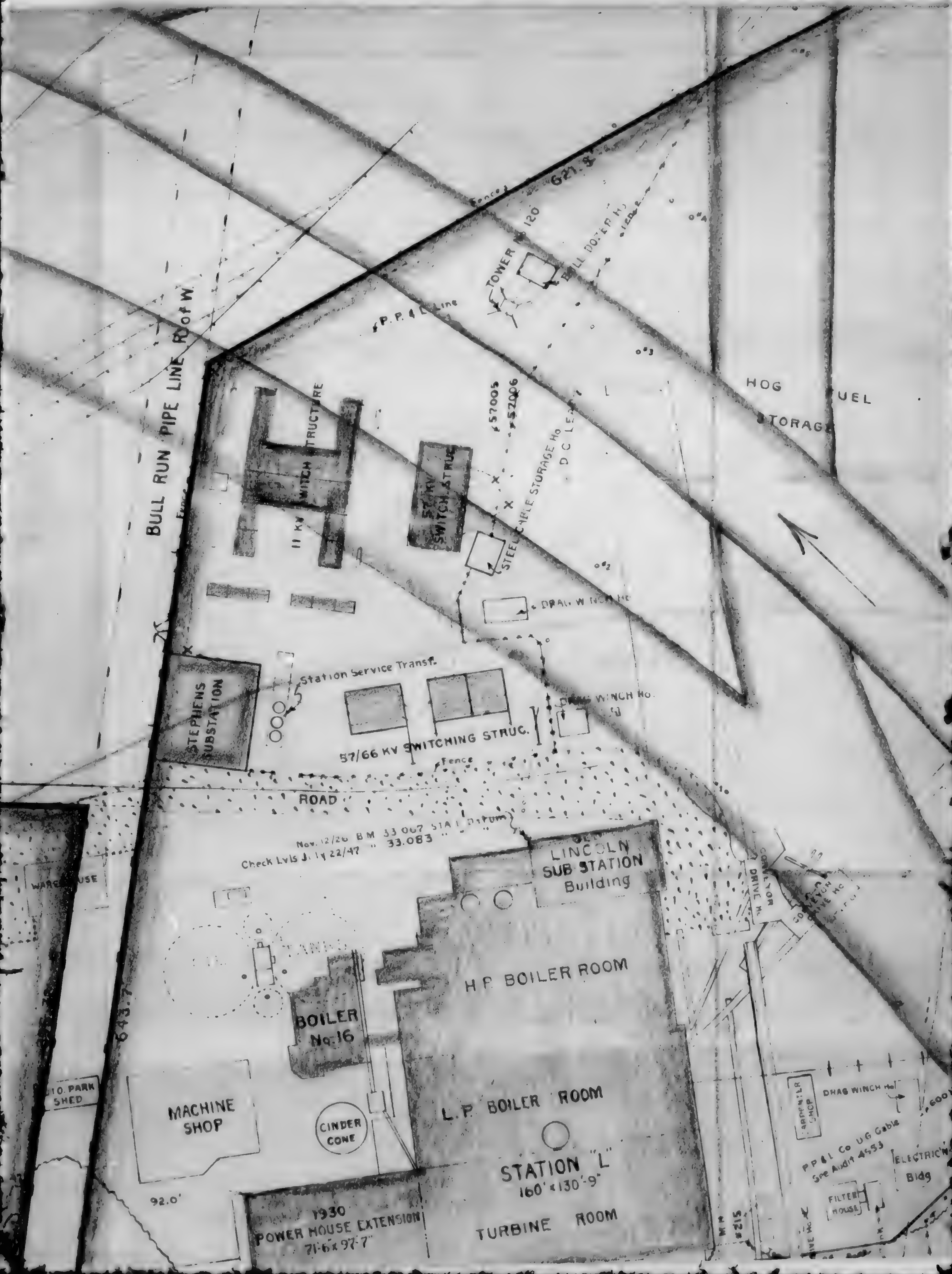
S.E.

CARUTHERS

STREE



FUTURE STEAM PLANT
12" OIL LINE & 4" STEAM LINE
ELECTRICIANS Bldg



621.8'
Tower No. 120
Bull Dozer Ho
P. P. & L. Line
BULL RUN PIPE LINE R of W
Fence
HOG FUEL STORAGE
#57005
#52006
STEEL CABLE STORAGE Ho
D C LEAD
11 KV SWITCH STRUCTURE
57 KV SWITCH STRUC
DRAG W NCH HO
Station Service Transf.
STEPHENS SUBSTATION
DRAG WINCH Ho
57/66 KV SWITCHING STRUC.
Fence
ROAD
Nov. 12/26 B M 33.067 STA L Datum
Check Lvls J. ly 22/47 " 33.083
WAREHOUSE
LINCOLN SUB STATION Building
CONVEYOR DRIVE Ho
H P BOILER ROOM
BOILER No. 16
643.7
AUTO. PARK SHED
MACHINE SHOP
CINDER CONE
L. P. BOILER ROOM
STATION "L"
160' x 130'-9"
92.0'
1930 POWER HOUSE EXTENSION
71'-6" x 97'-7"
TURBINE ROOM
#215
CARPENTER SHOP
DRAG WINCH Ho
PP & L Co UG Cable See Audit 4553
ELECTRIC Bldg
FILTER HOUSE

MARKET

13.46'

28.16'

60+08

15'

GARAGE

DOORS

EL. 32.4FF

EL. 32.4R3'

GASOLINE

TANKS

33 051'

BITUMINOUS

MACADAM

523.30'

POLE

YARD

HOIST HOUSE

EL 31.95'

WELDING SHOP

OFFICE

S.E.

1

60'

HAWTHORNE BLDG.

20

200

S.E. ℄ STREET

℄ S.P.CO. K" LINE

60

60'

CLAY

WATER AVE.

200'

2

19

FIRST AVE.

22

S.E.

30'

MARKET

13.46

28.16

60+68

15'

GARAGE

TOP OF DOORS
EL 32 APP

EL 32

1

S.E.

2

S.E.

STORAGE SHED

GARAGE

OF DOORS

EL. 32 4FF

EL. 32 4FF

POLE YARD

OFFICE

WAREHOUSE

MACHINE SHOP

HOIST HOUSE

EL 31.991'

GASOLINE TANKS

WELDING SHOP

EL 31.541'

EL 33.051'

RADIO SHOP

RADIO

92.0'

111.6'

B.M. 33.755 '47 Chk Lvl.

B.M. 33.783

LEAD COVERED CABLE STORAGE AREA

DOLPHINS

HARBOR LINE

WILLAMETTE

12"

Building

H P BOILER ROOM

BOILER No 16

L.P. BOILER ROOM

CINDER CONE

STATION "L"
160' x 130'-9"

TURBINE ROOM

1930
POWER HOUSE EXTENSION
71'-6" x 97'-7"

ACHINE SHOP

#215

DRAG WINCH No1

PP&L Co U.G. Cable
See Audit 4-1-53

ELECTRICIANS Bldg

FILTER HOUSE

CONVEYOR DRIVE No2

FILTER

HOIST No1

WALK

B.M. 33.783 '47 Chk Lvl

Fender Piles & Cap

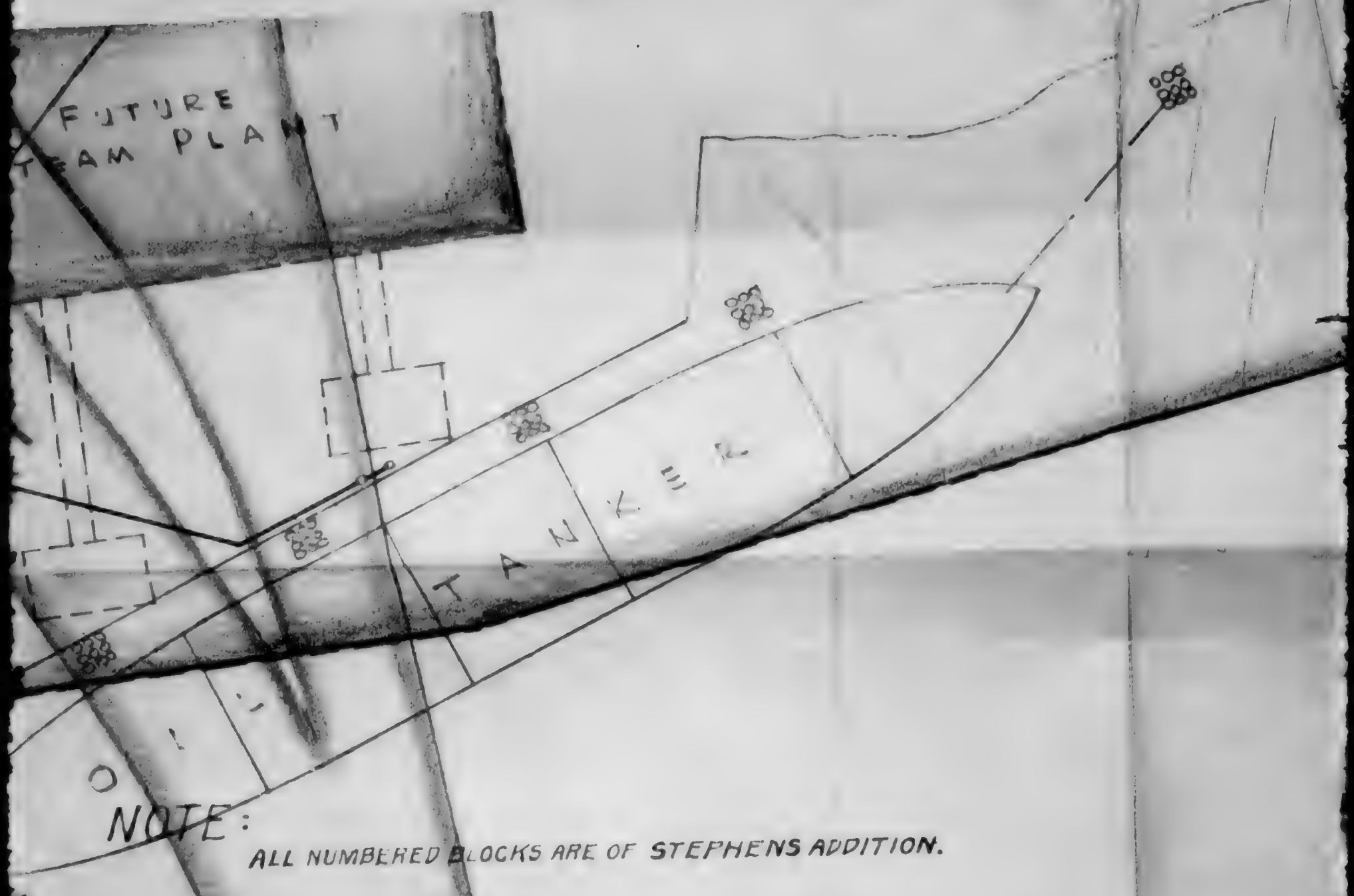
OIL DOCK

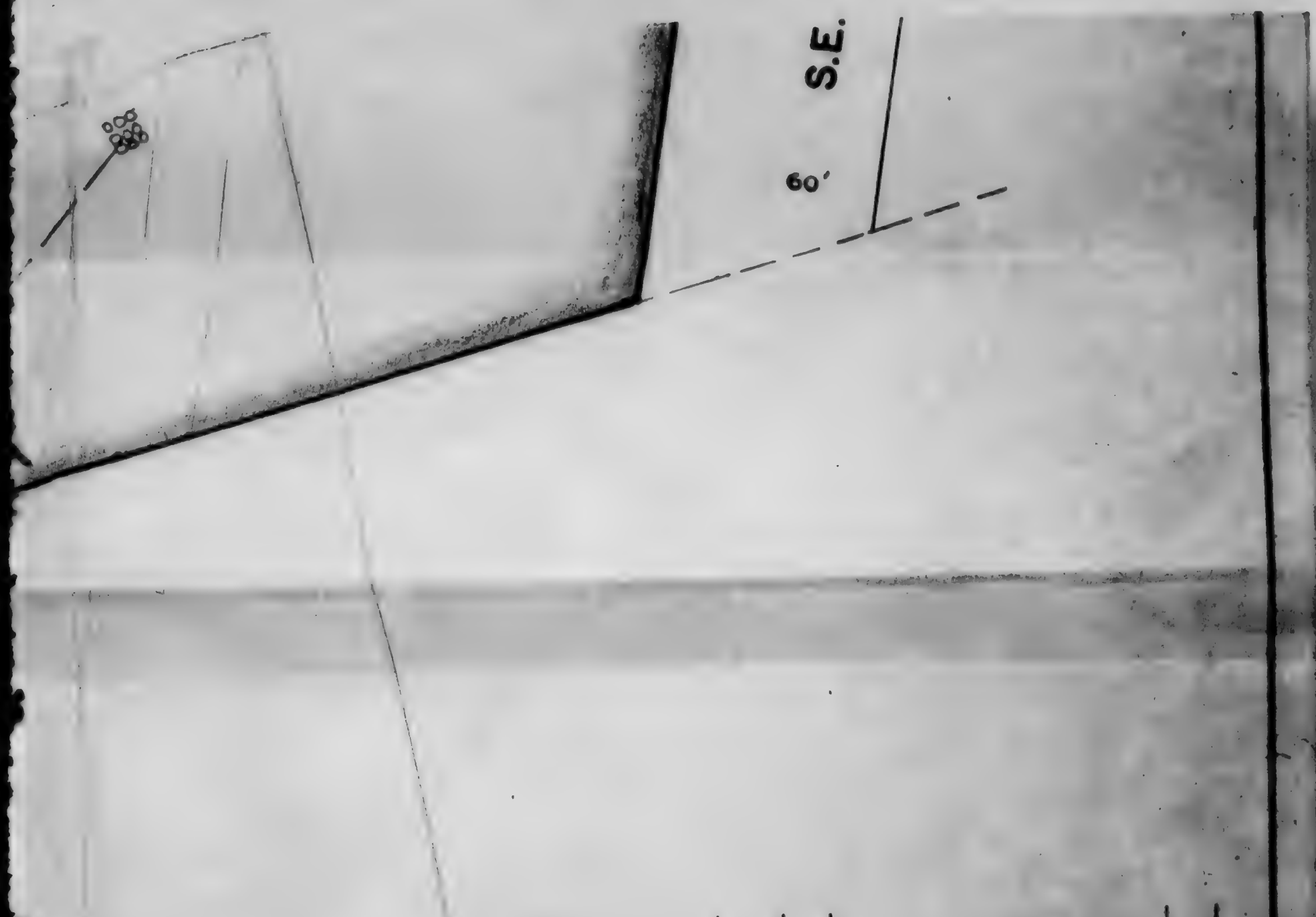
476.38'

DOLPHIN

PP&L Co
11 KV. SUBMARINE CABLE

RIVER


FUTURE
TEAM PLANT
T A N
K E E
NOTE:
ALL NUMBERED BLOCKS ARE OF STEPHENS ADDITION.
LEGEND:
= CENTER LINE OF TRACKS.
= BUILDINGS FORMERLY OWNED BY INMAN-POULSEN LUMBER CO.
= BOUNDARIES of P.G.E. Co. OWNED PROPERTY.
REFERENCE DR'W'G'S.
P.G.E. Co. PROPERTY PLATS D11-3/1, D11-3/2, D11-3/3.
CB 345 = STATION 'L' GENERAL MAP OF PROPERTY.
CE 3500 = MARKET ST. GARAGE - STATION 'L' & VICINITY.
CE 4218 = STA. 'L' 57-66 KV GEN. ARRANGEMENT.
CU 52, Sheet 130 = SUBWAY PLATE MAP STA. 'L'.
CE 4216 = REBUILD DOCK & FENDER PILES STA. 'L'.
MARQUAM BRIDGE



ULSEN LUMBER CO.

Y.

DATE	BY	DESCRIPTION	CHK	APPR
7/13/55	X.T.K.	NEW PROPERTY ADDED		
3/31/55	A.W.B.			

REVISIONS

PORTLAND GENERAL ELECTRIC CO.
PORTLAND, OREGON

STATION "L"
GENERAL MAP of PROPERTY
AND VICINITY

SCALE 1" = 60'	DATE 2-18-55
DRAWN BY A.W.B.	TRACED BY A.W.B
CHECKED BY	
APPROVED C.S.P.	DRWG. NO. CB 380
APPROVED	

RECEIVED
FEB 20 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1958

SUBJECT: Economic Analysis
Eastbank Freeway
Portland

To: Tom Edwards
Construction Engineer
Office

Attached are two copies of the Economic Analysis of the five proposed routes for the Eastbank Freeway in Portland.

The benefit quotients used were based on Low Level Route (B-2) for the basic or existing route. Because of complexity of existing routes available it was not deemed desirable to compute the actual benefits for the basic route. Therefore, a benefit quotient of 1.00 was assumed. The benefit quotient for the other alternates were obtained by adding the additional annual cost to the annual cost for the basic route and adding the increase in benefits and subtracting the loss in benefits from the assumed benefit for the basic route.

F. B. Crandall
Traffic Engineer

RCB:njs

cc: G. S. Paxson
Lloyd Shaw

Attachments

NOTED
G. S. PAXSON

RECEIVED
FEB 19 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
February 1958

PROPOSED ROUTES OF EASTBANK FREEWAY IN PORTLAND
Marquam Bridge to Oregon Avenue

Route	Length (Mi)	Saving (Mi)	Cost ($)	Annual Cost ($)	Annual Benefits ($)	Benefit Quotient
Low Level (B-2) 1/	1.62	-	23,966,000	1,237,517	1,237,517 1/	1.00 1/
High Level	1.56	0.06	29,511,000	1,525,496	1,354,582	0.89
Low Level (B-1)	1.63	-0.01	28,575,000	1,473,152	1,241,657	0.84
Low Level (D-1)	1.63	- 0.01	27,542,000	1,422,758	1,165,445	0.82
Low Level (D-2)	1.62	0	25,502,000	1,317,317	1,174,077	0.89

1/ Low Level (B-2) route used as the basic route with an assumed benefit quotient of 1.00 in computing benefit quotients.

RECEIVED
FEB 4 - 1958
FOR FILING

February 3, 1958

Mr. Waldemar Seton
Vice President
Portland General Electric Company
Electric Building
Portland 5, Oregon

Dear Mr. Seton:

Reference is made to your letter of January 28 concerning the proposed Marquam Bridge and East Bank Freeway.

Our studies have not progressed to the point where we can definitely recommend to the Highway Commission a line on the east bank of the river although undoubtedly any line will affect the Portland General Electric Company's property. When our studies are completed, notice will be given to the City of Portland that if public hearings are desired such hearings will be held in accordance with State and Federal laws, before adoption of the proposed line by the State Highway Commission. We cannot at this time give you any advice as to the time and place these hearings will be held if requested by the City.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. G. S. Paxson

GSP:gm fn

RECEIVED

FORM H-8024-(10-57) MDP—8-57—1477

Coast
Project
Misc.
Portland

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1958

SUBJECT: Economic Analysis
East Bank Freeway
(High Level Route)
Portland

To: Tom Edwards
Construction Engineer
Office

Attached hereto are two copies of the Economic Analysis on the proposed High Level Route of the East Bank Freeway in Portland.

The difference in cost between the High Level Route and the Low Level Route is used as the base cost of the High Level Route in computing the benefit quotient and the Low Level Route is used as the basic route.

Your attention is directed to the estimated road user benefits. More than 50% of the road user benefits accruing to the High Level Route is credited to the traffic movements between the Morrison Bridge and the facility. This is due, primarily to the fact that the proposed loop on the Low Level Route adds considerable mileage to these movements. If this interchange were redesigned to eliminate the loop, the benefits on the High Level Route would be considerably less and it is possible that the Low Level Route would be the most beneficial.

ORIGINAL SIGNED F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

WDA:bb

cc G. S. Paxson
L. P. Shaw

Attachment

RECEIVED
JAN 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
January, 1958

Engineering and Economic Considerations Involved in the Construction of the East Bank Freeway (High Level Route) Portland

The estimated average daily traffic on the High Level Route between the Marquam Bridge Interchange and Oregon Avenue is 15,000 vehicles. Projecting this traffic ahead it is estimated that the average daily traffic for the next 30 years will be 30,000 vehicles.

Construction of this route calls for a total expenditure of $29,498,000 for right of way and construction of 1.56 miles of new roadway on the thru leg with interchanges located between the terminii at the Morrison Bridge and Banfield Expressway. The thru movement of this route has a travel distance savings of 0.04 miles over the Low Level Route used as the basic route in computing the benefit quotient. The Low Level Route can be constructed for a total expenditure of $27,117,000, a reduction in cost from the High Level Route of $2,381,000. This difference in cost is used as the base cost of the High Level Route in computing the benefit quotient. The estimated annual cost for additional construction, maintenance, and operation for this improvement is $126,956.

The reduction in distance and improvement of alignment of the High Level Route versus the Low Level Route results in a mileage-element savings of $99,214 and a time-element savings of $60,877 for a total user benefit of $160,091.

The ratio of user benefits to the total annual cost indicates that for every additional dollar spent on the High Level Route over the Low Level Route the road user will receive $1.261 in benefits.

Length of High Level Route	1.56 miles
Length of Low Level Route	1.60 miles
Savings in Travel Distance	0.04 mile
Reduction in Curvature	98 degrees
Reduction in rise and fall	80.5 feet
Estimated cost of Construction (High Level)	$29,498,000
Estimated cost of Construction (Low Level)	$27,117,000
Estimated difference in cost of Construction	$ 2,381,000
Estimated annual cost - difference	$ 126,956
Estimated annual value of benefits to user - difference	$ 160,091
Dollars of annual benefits for each dollar of annual cost	$ 1.261

PORTLAND GENERAL ELECTRIC COMPANY
ELECTRIC BUILDING
PORTLAND 5, OREGON

WALDEMAR SETON
VICE PRESIDENT

January 28, 1958

State Highway Commission
Salem, Oregon

Gentlemen:

On January 20, 1958 I wrote to you regarding the connection of the proposed Marquam Bridge and East Bank Freeway and the effect thereof upon our Station L and adjacent property.

I have since learned that there is also under consideration a water level East Bank Freeway in lieu of the one shown on the drawing enclosed with my letter of January 20th. It appears that this water level route would affect even more of our property than the other route.

I understand the Highway Commission is planning on having a public hearing on this matter. I will appreciate being advised of the time and place of such hearing so that we may be heard with respect thereto.

Very truly yours,

Waldemar Seton

Vice President

WS:N
cc: Engineer of City of Portland

RECEIVED
JAN 29 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 2 ; 1958
FOR FILING
I E 6 (4) 1 2 - 1
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

REFERRED TO Cooper
By State Highway Engineer

08-35

January 20, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is to news items and sketches of the proposed East Bank Freeway in Portland as appeared in both Portland papers of January 17.

At the recent Commission meeting in Portland, it was my understanding that your release to the press was to the effect that the City, State and Bureau were in fairly close agreement as to the location of the proposed freeway. However, the press account, particularly as published in the morning Oregonian, conveyed the impression that the Harbor line route would be adopted.

The Bureau has not approved either route and will not until a thorough study is made of comparative costs, design standards, grades and connections with other freeways and arterials of each route. We would appreciate being furnished with these data at your earliest convenience. In addition we will need three copies of the preliminary layouts and locations. On a project of this magnitude it appears likely that our Washington office will wish to review the designs before approval of either route can be made.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
JAN 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGONIAN 1-17-58

Highway Pact Seen at Hand on Portlan



State highway commission may call for public hearing next month on proposed "low level" or "harbor line" route for "East Bank freeway" section of interstate highway system in Portland. Route now favored by state highway depart-ment, city of Portland and U. "Marquam" bridge to connec

Harbor Line Link Shapes

State Highway Engineer W. C. Williams Thursday told the Oregon state highway commission his department appears to be near agreement with city and federal engineers on location of the "East Bank freeway" which will carry the Pacific highway through Portland.

Williams indicated the conferees tentatively prefer the "low level" or "harbor line" route which would follow the east bank of the Willamette river, as Harbor drive follows it on the west bank, over a "high level" route just east of S. E. Water street.

Williams provided Chairman Charles H. Reynolds and Commissioners M. K. McIver and Robert B. Chessman with preliminary design drawings of both proposed routes.

First Section Traced

"We hope that by the next commission meeting (February 27 and 28) we will be in a position to ask the commission to set a date for a public hearing on the East Bank freeway route," said Williams.

First section of the new East Bank freeway will be between the new Morrison bridge and the western end of the T. H. Banfield freeway. Next step in construction would be to extend it southward past the Hawthorne bridge, and to build the Marquam bridge across the Willamette between the Hawthorne and Ross Island bridges.

This link would bring Pacific highway traffic, over the R. H. Baldock freeway extension, into the city on a fast and direct route northward and a direct connection with the Columbia River highway via the Banfield freeway.

Farther in the future are other projects to bring the interstate highway systems into and through Portland. One will be the northward extension of the East Bank freeway, tentatively via N. Delaware avenue. Still others are a "stadium route" through west Portland and a crossing of the Willamette on a "Fremont" bridge, and a "Laurelhurst route" through east Portland to a new crossing of the Columbia river.

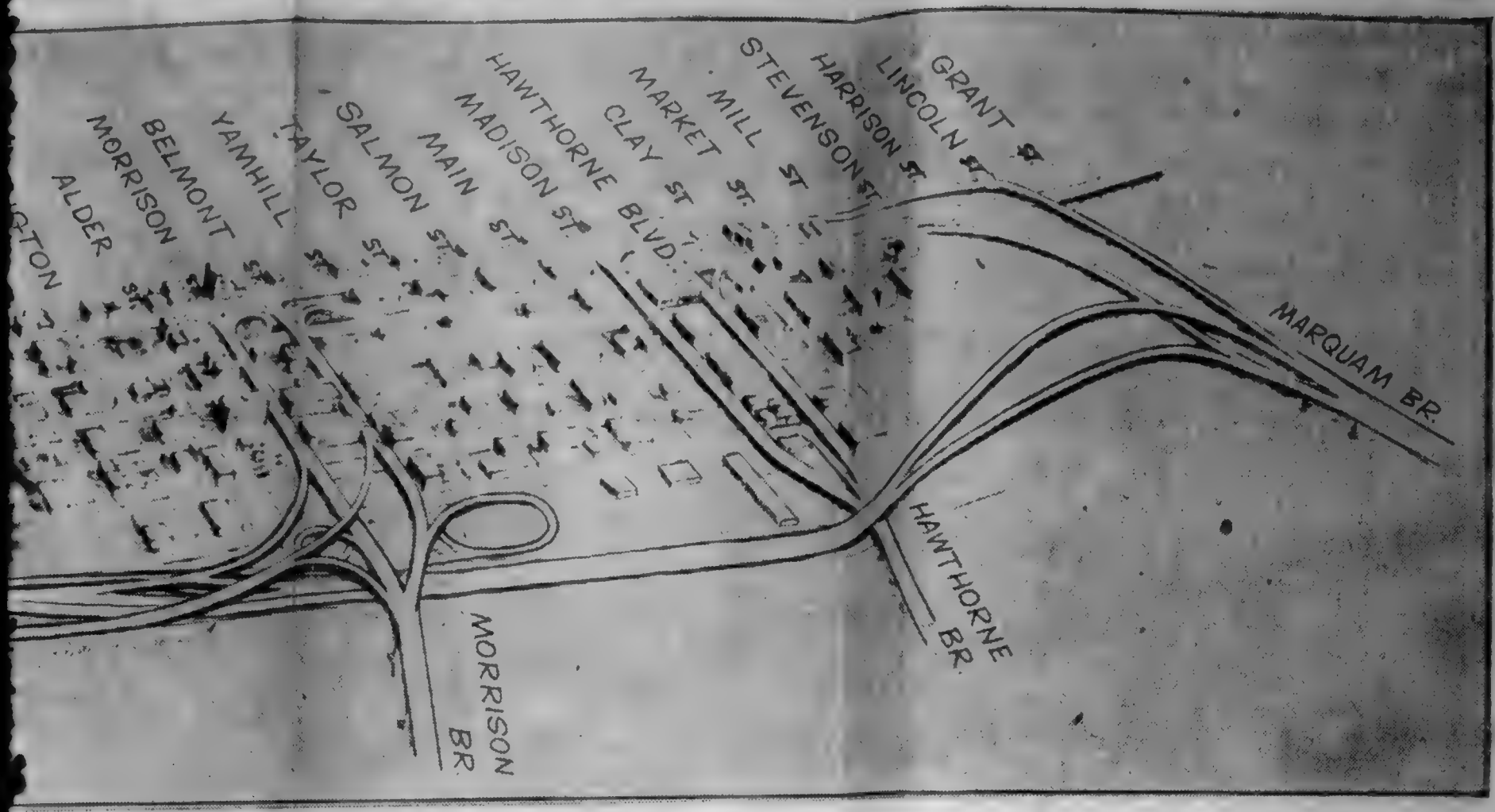
Additional details on Page 18.

CELEBRATIONS DATED FOR FREEWAY PROJECT

The long awaited formal opening of the last link of the T. H. Banfield freeway, which brings the Columbia River highway into downtown eastside Portland and a direct connection with the north-south Pacific highway, will be at 10 a. m. Friday, January 24. A public dedication ceremony will celebrate completion of the multimillion dollar project.

IDNIAN 1-17-52

Hand on Portland East Bank Freeway



...r "harbor line" route for ... by state highway depart... ment, city of Portland and U. S. bureau of public roads would follow east bank of Willamette river from proposed "Marquam" bridge to connections with Banfield freeway. Alternate "high level" route would be near 1st avenue.

Harbor Line Link Shapes

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RECEIVED
AUG 15 1957
FOR FILING

August 14, 1957

F. E. G. Falk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is in reply to your letter of July 3 which concerns design of connections to the T. H. Banfield Freeway near its junction with the proposed East Bank Freeway in Portland.

The comments in the July 26 memorandum from Mr. Cameron in regard to narrowing of certain ramps to force merging are being studied in detail at this time. It seems likely that some advantage in construction cost might result as well as obtaining a better defined merging pattern.

The East Bank location between Marquam and Burnside bridges can only be determined after detailed cost estimates can be made of several alternate propositions. The plan proposed is only schematic, with the exception that all parties appear to be in good agreement as to the control points. We have under way at this time, through the courtesy of the Bureau of Public Roads, a first order aerial survey from which designs can be made. A selection of the final routing and economic analysis will be made when this survey is completed.

The proposal to construct a direct connection from the T. H. Banfield Freeway to the Burnside Bridge does not parallel the thinking of either the Highway Department or the City of Portland. Mr. Fowler, Highway Engineering Coordinator for Portland, has opposed and has indicated that he will continue to oppose the plan for a direct connection westbound to the Burnside Bridge, since it would tend to place a greater traffic load on the bridge than the west approaches can handle. A direct eastbound entrance to the Banfield Freeway from the Burnside Bridge cannot be made at reasonable cost with adequate geometric standards. Also, an eastbound ramp conflicts, gradewise, with the East Bank Freeway. The routing proposed by the State Highway Department and favored by Mr. Fowler appears well balanced as to design and adequate

for permissible traffic volumes to the Burnside Bridge. Westbound traffic would exit from the Banfield Freeway via E-H Line to Gliman Street, thence by free-flowing right turn onto the bridge. The reverse movement will right turn south from the eastbound lane on the bridge, thence by free-flowing right turns to Askeny, N. E. Third Avenue, and Third-H Line into eastbound Banfield. This arrangement appears to be more satisfactory than a high speed westbound and city street system eastbound.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jc fn

08-00 BUREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : Mr. C.G. Polk, Division Engineer
Salem, Oregon

DATE: July 26, 1957

FROM : B.M. French, Regional Engineer, Portland, Oregon
By:
J.F. Cameron, Engineer, Design

SUBJECT:
Oregon I-323, Banfield Eastbank Interchange.

Reference is made to a preliminary layout of the above interchange transmitted with your 7-19-57 CD-14. We note that there are a number of ramps feeding the east-bound lanes of the freeway. In this connection we would suggest that be necking the N.E. ramp to one lane in the vicinity of Gliean or Flanders Streets, and the S.E. and 3rd -E. ramps combined to two lanes ahead of the nose with N.E. ramp, we believe the interchange would function satisfactorily. By necking down, these ramps, the N.E., S.E. nose could be extended to a point about 50 ft. west of Grand Ave.

The Eastbank Freeway between the Burnside bridge and the proposed Marquam bridge will be 6 to 8 lanes and the plans indicate that it will be located between 1st and 2nd Avenue. We appreciate that this right of way will be very costly and wonder if, instead of a continuous elevated section between the railroad tracks that, it may be less expensive right of way wise to locate the freeway over the tracks on either 1st or 2nd Avenue. We are aware that neither of the streets are wide enough for the freeway but there may be a savings if only a half block were needed and were obtainable in addition to the street width for the freeway right of way.

We also note that this plan, which we were advised by Mr. Cowan was quite tentative or schematic, provides no direct connections to the Burnside bridge. The connections between the two Interstate routes seems to be quite in keeping with an Interstate concept, that is the proposal would seem to provide a smooth flow of traffic between the two routes. However, there is some question as to whether in the overall local traffic picture consideration must not be given also to the most adequate serving of local traffic. Undoubtedly the State and the City are working closely together on that problem. It is granted that there is a point somewhere that traffic using the Interstate must emerge onto city streets where the problem of that traffic becomes primarily one of local concern. However, since the objective of the bulk of Banfield Freeway traffic is to arrive at and depart from the west side of down town Portland, it would seem appropriate to provide as near an uncongested approach to that area as possible, and to distribute this traffic as equitably as feasible between River Crossings. It may be that further investigation has shown direct connections to the Burnside bridge unfeasible with the projected East

Side Freeway located across the approach area.

We would like to be informed of any studies made in this regard and their results, or conclusions. As previously noted we believe it is extremely important if at all economically feasible that the Banfield Freeway and the Burnside Bridge be provided ultimately with more direct connections.

I-5-6(45) N. Russell St.-SE Oak St. 1963
302 Unit, E. Bank Fwy. Sec., Pacific
#6333 Hwy. (Rdside Improve.) [redacted]

June 13, 1973

Mr. Ernest Ferrante
3908 S. E. Bybee Boulevard
Portland, Oregon 97202

Dear Mr. Ferrante:

I am replying to your letter of May 31, 1973, as Mr. Query retired August 31, 1972.

I assume your letter refers to time limitation for a contractor to file a claim against the State Highway Commission. The maximum time allowance under any circumstance is one year following mailing of the Engineer's revised final estimate and voucher or statement or rejection. This information is included as Pages 12 and 13 of the Supplemental General Provisions portion of the Contract and Bond for highway construction Contract No. 6333 which you were awarded August 29, 1963. (These pages are the green portion of the contract). This information is also presented in Section 109.05 and 109.15 of the Standard Specifications for Highway Construction.

In the event you are referring to the notice of claim to be filed by a supplier of labor and materials for a highway contract, the limitation is six months immediately following the acceptance of the work by the Highway Division. This limitation is defined in Oregon Revised Statute 279.526.

I hope this information is of use to you.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RMG:ks

RECEIVED
JUN 4 - 1968
FOR FILING

June 3, 1968

Mr. Ernest Ferrante
3908 S. E. Bybee Boulevard
Portland, Oregon 97202

Dear Mr. Ferrante:

This will acknowledge your letter of May 28 concerning funds that have been paid by you to the United Pacific Insurance Company on Contract No. 6333, awarded to you.

I am sorry, Mr. Ferrante, that there is nothing that I know of in which we can be of assistance to you in this matter. You must realize that as a public agency in dealings among contractors, subcontractors, and the surety that we must maintain a neutral attitude. Many claims are filed against contracts, and we make no attempt to judge the validity of these claims. If they are controversial, about the only recommendation that I could make would be that the matter be determined in a court of law.

I truly regret that things such as this occur and only wish that they never did.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

PHOTO COPY

WOODSTOCK BLVD. BRANCH, PORTLAND, OREGON

24-117
1230
93

UNITED STATES NATIONAL BANK

OF OREGON

PORTLAND, OREGON. March 7, 1968 NO. 93-16893

PURCHASED BY Ernest Ferrante

PAY TO THE ORDER OF * * * UNITED PACIFIC INSURANCE CO. * * * * * * USNB — USNB $5,100.00

24-117 PROCESSED ON MAR 19 1968

PROCESSED ON MAR 19 1968

CASHIER'S CHECK

PAYABLE IF DESIRED AT HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MAR 19 1968

AUTHORIZED SIGNATURE

USNB — USNB — USNB — USNB — USNB

⑆1230⑆0117⑆ 99 424⑈ ⑈0000510000⑈

66 1 64 HEAD OFFICE, PORTLAND

PAY TO THE ORDER OF
PUGET SOUND NATIONAL BANK
TACOMA, WASH.
FOR DEPOSIT ONLY
UNITED PACIFIC
UNITED PACIFIC INSURANCE CO.
UNITED PACIFIC GROUP
[illegible]
CAS[illegible] E COMPANY
U[illegible]

ERNEST FERRANTE & CO.

ESTABLISHED 1926

GENERAL CONTRACTOR

Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S. E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

May 28,1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Query,

Please find enclosed a photo copy of Cashier's Check payable to the United Pacific Insurance Co, whose endorsement appears on the second photo copy, which are the monies that I have remitted to the Bonding Company.

It would appear that in the due course of all the events that have transpired, the Bonding company submitted to the claims of the subcontractor rather than protecting my best interests. I feel justified in pointing out that the work that I contracted was completed and accepted according to specifications. Schmidt Bros. as subcontractor was paid the amount perscribed in the statement of replacement amount as set down by the Oregon State Highway Engineers. In the meanwhile the Bonding company placed a judgement against me which I paid; meanwhile I was not in any way responsible for the claims.

Dear Sir, in my position, as an individual and a small contractor it is impossible for me to apply any pressure or make myself heard with a large insurance company and their staff of attorneys. The only one I can turn to is to you who will help solve this problem because of the knowledge and power you have to move and keep these large companies in line. As it stands now, United Pacific has reduced me to a meager situation, next to poverty.

RECEIVED
MAY 31 1968
OREGON
STATE HIGHWAY COMMISSION

I feel quite certain that you are understanding and will do something for me in my present condition. I am listing here for your information the amount of money paid to United Pacific Insurance Group:

$11,856.38	for judgement in U.S. Federal Court
1,378.91	held out by United Pacific since last remittance
549.19	Premium paid for Bond
$13,710.69	Total

At no time has the United Pacific Insurance Group ever given me an accounting of monied paid out in settlement of claims or services. Your early reply to my requests are gratefully appreciated. With the best of regards I remain

Yours truly
Ernest Ferrante
Ernest Ferrante

ERNEST FERRANTE & CO.

ESTABLISHED 1926

GENERAL CONTRACTOR

Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S. E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

May 28,1968

Mr. William T. Atkins
Vice President
United Pacific Insurance Group
728 St. Helens Ave. Box 1215
Tacoma, Washington, 98401

Dear Mr. Atkins,

This confirms acknowledgement of your letter dated May 24,1968, as well as our telephone conversation of May 23,1968 both indicate your conclusions final regarding the matter pursuant to these correspondence.

I well understand that your files would contain the facts necessary to complete the events properly and should indeed in fact be favorable from the company's viewpoint, technically and legally correct.

In the event that I had not performed according to the conditions required in the bond policy, I acknowledge that I would have had to pay any claims; as it was, I am certain that I completed my obligations to all principals, to United Pacific, and to the State Of Oregon. Nevertheless, United Pacific saw fit to place a judgement against me in the U.S. Federal Court. At no time was United Pacific instructed to pay the claims filed by Schmidt Bros. Nursery; instedd Schmidt was paid because the conditions of the Bond called for it.

In our telephone conversation, you mentioned to me that "I lost the case in District Court". I beg to point out the "United Pacific lost the case". The attorneys for Schmidt Bros sued against the bond; not me. Schmidt Bros. could not have sued me directly because I had a contract with them. The same principle applied with the State of Oregon. Only by sueing you did they also place my name on the suit.

You also mentioned to me in our telephone conversation that I would not be receiving any of the money I claimed was due to me. This is an error. I am requesting again that United Pacific return the amounts of money I have previously stated that were taken by the company's attorney and Mr. Bob Miller. This money was taken without just cause in the first place and secondly I am of the firm opinion that your attorneys use whatever means necessary to make contractors like myself pay claims. Such practices are highly objectionable and are frowned upon by the State. You also

ERNEST FERRANTE & CO.

ESTABLISHED 1926

GENERAL CONTRACTOR

Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S. E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

had no right to tell me how to pay my subcontractor; it is my responsibility to know this. I paid him the amount the State of Oregon paid me and that and only that was the proper amount. When I asked Schmidt Bros. to sign a contract with me in the first place, it was obviously for my protection and United Pacific's as well, in the event any controversary arose.

The records are quite clear that they followed a normal course of legally and technically correct events. United Pacific paid the claims and United Pacific collected from me the amount paid. This matter demands more than the usually normal correctness of procedure. It must go beyond that point which has prompted me to initiate this correspondence with you in the hopes that you would take the necessary steps and actions to go beyond and bring into play a re-evaluation of the entire proceedings and find the fairness to equate the situation. I have just claims and requests that will be quieted only when a justified solution has been reached.

Your attentions in this and all matters are appreciated.

Your very truly,

Ernest Ferrante

Ernest Ferrante

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission

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MAY 9 - 1968
FOR FILING
I-5-6(45)
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ERNEST FERRANTE & CO.

ESTABLISHED 1926

GENERAL CONTRACTOR

Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S.E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

May 7,1968

Mr. Lillian T. Atkins
Vice President
United Pacific Insurance Group
728 St. Helens Ave.
Box 1216
Tacoma, Washington 98401

Dear Mr. Atkins,

Thank you for your prompt reply of May 2,1968, which encourages me in that your concern to have the facts will enable us to investigate and bring this matter to a rapid and satisfactory end. They are and as best and briefly can be stated as follows:

1. Sept.14,1963, premium was paid on my check #370" to Mansfild & Co. for policy #B-427501 on Oregon State Highway Commission Contract #6333.
2. Sept.3,1963, Schmidt Bros. Nursery, Route 2,Box 170,Troutdale, Oregon, signed a contract to Ernest Ferrante & Co. to furnish all shrubs according to plans and specifications of Oregon State Highway Commission Contract #6333.
3. May 10,1965, Contract #6333 was completed and on Sept. 3,1965 the Oregon State Highway Dept took over the job and final remittance was forwarded in the amount of $7146.03 which the State had sent to your office.
4. Sept.23,1965, Mr. Robert Miller came to my office and requested me to endorse the check which I obliged and did so. I then instructed Mr. Miller to pay $5767.91 to Schmidt Bros. Nursery and acknowledged to the amount of $1378.12 was held by United Pacific Insurance Group pending settlement of claim of Schmidt Bros. Nursery.
5. As late as Oct. 7,1965, a call from myself to Schmidt Bros. revealed the fact that they had not received the amount as stated in paragraph 4. A call to Mr. Charles Mansfield inquiring why Schmidt Bros had not been paid was answered by that he would call the Tacoma office immediately and determine why.
6. December 16,1965, United Pacific mailed check to Schmidt Bros. Nursery.
7. In as much as Schmidt Bros. Nursery filed claim with your company in the approximate amount of $10,022.00, my records show that settlement was made for $5,075.00. The case in point indicates that at a given point in time during the course of litigation of Schmidt's claim, certain legal counsel had been requested to examine the transcript that had been prepared and was advised that it was insufficient to warrant proceeding further with the appeal. The lack of action to the request could only be interperated as an attitude of indifference in

NOTED
FLOYD OLIVERY

ERNEST FERRANTE & CO.

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Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S. E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

representing my best interest; not to mention that during all this time I was consulted once and that was to be present to sign the documents appealing the case. The actions and events are all to clearly established; the methods employed and manner in which this claim was settled leaves much to desired. Therefore a conference with a member of your staff with the records I have will clearly establish the facts necessary for you to carry on additional inquries which can only come to a successful conclusion.

8. I also wish to point out that the account of $1378.12 that was held out by the United Pacific Insurance Group according to my records is due to me.

In the sincere desire to hear from you or your representative for an appointment for a personal interview in the near future, I would like to thank you for your promptness and attention in this matter.

Very truly yours,

Ernest Ferrante

Ernest Ferrante

Copy to: Mr. Floyd Avery, Secretary
Oregon State Highway Commission

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MAY 8 - 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 - 1968

UNITED PACIFIC INSURANCE GROUP

SYMBOL OF SERVICE

HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA 1, WASHINGTON

May 2, 1968

Mr. Ernest Ferrante
Ernest Ferrante & Co.
3908 S. E. Bybee Boulevard
Portland, Oregon 97202

Re: 60-93404
Ernest Ferrante

Dear Mr. Ferrante:

Your letter of April 26 has been referred to me for reply.

To be sure, we are very concerned to receive a letter such as yours indicating some dissatisfaction in your dealings with our company and our representatives. If you will present us with the facts which you indicate that you have, to enable us to look into this matter further, you may be assured it will receive our prompt attention.

Yours very truly,

William T. Atkins
Vice President

WTA:os

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission

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FLOYD QUERY

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MAY 1 - 1968
OREGON
STATE HIGHWAY COMMISSION

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ERNEST FERRANTE & CO.

ESTABLISHED 1926

GENERAL CONTRACTOR

Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S. E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

April 26,1968

General Manager
United Pacific Insurance Company
Tacoma, Washington

Dear Sir,

I am taking this opportunity to write this letter directly to you in the hopes that you, in the position you hold in your company, will regard the matters I bring to your attention with a degree of seriousness and alarm which will motivate prompt and decisive action.

The matter referred to are the actions and policies that were conducted by the Mansfield & Co., of 2828 S.W. Corbett St., Portland, Oregon, their associates and attorneys with whom I had a policy written by your company. Our entire relationship throughout was a complete disappointment; much was left to be desired inasmuch as the complete truth was never given to me at all times which left me handicapped and as it were " at their mercy". This complaint is justified and can be substantiated and you in General Management will certainly want to take action and verify the nature of these matters.

Therefore I urge you or a member of your staff contact me at your earliest opportunity at which time I will be cooperative in presenting you with all the facts neccessary which will enable you to evaluate and further act on the nature of this complaint. I further trust that you want to act in and for the best interests of your company and will soon favor me with an early reply to this correspondence.

Very truly yours
Ernest Ferrante
Ernest Ferrante

cc

copy to: Floyd Query, Secretary
Oregon State Highway Commission

NOTED
FLOYD QUERY

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APR 29 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 1 - 1969
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April 1, 1969

Mr. Ernest Ferrante
3908 S. E. Bybee Boulevard
Portland, Oregon 97202

Dear Mr. Ferrante:

I have your letter of March 29, concerning the results of a law suit in which you were involved with United Pacific Insurance Group.

I appreciate the problem that you have, but I'm at a complete loss as to any suggestion which might help you.

As you probably know, we in the Department must maintain a neutral attitude in disputes which may arise between the principal, the subcontractors and the surety. The only recourse that I have ever been able to offer is that the matter be settled in a court of law, which in most cases is the last resort. As a representative of a public agency or as an individual citizen, we must abide by the decision of the courts unless the case can be reopened. This, of course, is your prerogative, but will require the assistance of an attorney.

I am sorry that I cannot offer any more productive suggestions.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

Ernest Ferrante & Co.
General Contractor
3908 S.E. Bybee Blvd.
Portland, Oregon,97202

March 29,1969

Mr. Floyd Query
Secretary
State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Query,

I feel certain that you will recall the correspondence I submitted to you in the past regarding the great difficulties that befell me involving the law suits and ending with the judgement imposed upon me by the United Pacific Insurance Group of Tacoma.

I have, since my last correspondence, been preoccupied with the pursuit of attempting to find a solution to this problem; I have counseled with my attorneys, of which have been many, and they have all told me that I had been victimized according to the proceedure of events and that my case was not handled properly and all agree that injustice was commited upon me. In spite of their findings not one would accept or attempt to assist me; prevented no doubt by the code of ethics that binds them in their profession. I still continue this struggle to find a method of regaining my losses and will continue to do so as long as I am able.

I completed and satisfied the contract with the State Highway Commission; I had the required Bond; I paid the proper premiums, and I had a contract with Schmidt Bros Nursery and met all the necessary requirements. The United Pacific Insurance Group used and enacted every device possible to take advantage of me without any loss to themselves and for the life of me, I can't understand how the laws can be to their advantage and leave me holding the bag. It isn't right and I would like to have you explain to me why there conditions exist. The risks are all mine and they always play it safe, with the security of a staff of attorneys who know all the tricks of the trade and who know only how to capatalize on individuals who can be innocently led by them. Can you explain this to me. I shall be grateful.

In the hopes of an early reply, I remain

Yours truly
Ernest Ferrante
Ernest Ferrante

FOR FILING

November 25, 1968

Hon. Robert Y. Thornton
Attorney General
State Office Building
Salem, Oregon 97310

Re: Ernest Ferrante
North Russell Street-
Southeast Oak Street Unit
East Bank Freeway Section
Road Side Improvement
Contract No. 6333

Dear Bob:

Upon receipt of your letter of November 18, enclosing Mr. Ferrante's letter of November 14, 1968, I undertook to look into this matter.

Mr. Ferrante was awarded the above contract on August 29, 1963, work was completed on May 10, 1965, and the project was accepted by the Commission on September 3, 1965.

The files of the Highway Commission Secretary contain a great mass of correspondence with Mr. Ferrante and with others regarding his problems. I will not attempt to mention here all of the background information, but only the more pertinent points.

Mr. Ferrante's contract with the State was for landscaping work, and it happened that for various reasons a number of the shrubs and plants which he furnished failed to survive for the "establishment period" required by the contract, and had to be replaced. This led to a dispute between him and his subcontractor as to responsibility for the condition of the plants.

As indicated in his letter, he and his bonding company were sued in Circuit Court by the subcontractor who supplied the plants and shrubs for an alleged balance of some $12,000. The plaintiff in that case obtained a judgment for something in excess of $10,000. I understand that to avoid an appeal, that judgment was eventually satisfied by a compromise payment of $10,000 even.

In any event, the bonding company then found it necessary or advisable to bring an action for indemnification against Mr.

Ferrante, in which they prevailed, and in which additional attorney fees were awarded. Apparently the attorney fees which were allowed, together with court costs, etc., did run the total cost to Mr. Ferrante up to something in excess of $13,000.

As appears from his letter, Mr. Ferrante seems to believe that someplace along the line he was victimized by his bonding company. So far as I can determine, he does not contend that the Highway Department acted improperly in its administration of his contract. He has previously been advised, in response to letters to the Secretary and the Chairman of the Highway Commission, that the Highway Department was in no position to intervene on his behalf in his disputes with either the subcontractor or the bonding company.

Mr. Ferrante also wrote a letter, similar to the one you received, to the Governor on October 1, 1968. Mr. R. L. Porter, Deputy State Highway Engineer, advised Ed Westerdahl, by letter of October 8, 1968, regarding Mr. Porter's understanding of the matter. This appears to be essentially correct. For your information, we enclose copies of Mr. Porter's letter of October 8, Mr. Ferrante's letter to the Governor of October 1, and Mr. Cooper's letter to Mr. Ferrante of July 24, 1968.

As you will see, it was suggested that Mr. Ferrante contact the Insurance Commissioner. According to his letter to you, he did this with no affirmative results. From that fact, as well as from my review of our file, I assume that no improper practices by the bonding company are apparent.

Frankly, although Mr. Ferrante no doubt has found himself in an unfortunate position, I do not believe that anyone, and certainly not the State of Oregon, has treated him in any way illegally or unethically. Nor does any appropriate form of assistance occur to me.

Accordingly, I am enclosing a draft of reply to Mr. Ferrante to this effect.

Very truly yours,

CER:AiJsvh
Encls.

G. E. ROWSE
Chief Counsel

cc: Mr. R. L. Porter
Mr. Floyd A. Query
Mr. Alan H. Johansen

ROBERT Y. THORNTON
ATTORNEY GENERAL

E. G. FOXLEY
DEPUTY ATTORNEY GENERAL

REFERRED
TO Johnson
FOR Prepare draft reply.
G. E. ROHDE

RECEIVED
NOV 18 1968
LEGAL & RIGHT OF WAY

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM 97310

November 18, 1968

Mr. George Rohde
Chief Counsel, Legal Division
State Highway Department
State Highway Building

Dear George:

There is enclosed copy of a letter received from Ernest Ferrante of Ernest Ferrante & Company, 3908 S.E. Bybee Boulevard, Portland, Oregon 97202, dated November 14, relative to a judgment placed against him following the completion of a State Highway Department Contract.

It would be appreciated if you would review the matter and prepare a form of reply for my signature.

Very sincerely yours,

Robert Y. Thornton
Attorney General

RYT gp
Enclosure

ERNEST FERRANTE & CO.
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3908 S. E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

RECEIVED
NOV 18 1968
ATTORNEY GENERAL
SALEM OREGON

November 14,1968

Mr. Robert Y. Thornton
Attorney General
State of Oregon
Salem, Oregon, 97310

Dear Sir,

It is with the sincere desire and hope that you will seriously consider the matter and problem I bring to you with the express purpose of soliciting your assistance. I take the liberty to do this since I am confident that you will apply and direct your effort in this regard. I have laid my problem before many of the State Government Officials and while they have all been very courteous, their reply have not helped. As a Democrat, of which I am too, you have not, in your position, not always been among the most popular politically; perhaps you may regard the efforts and opinions of these "other State Officials" from a different viewpoint.

To summarize my problem, may I outline as follows:
The origin is traced from the series of events based on and related to the completion of State Highway Department Contract #6333 which was completed by my company on May 10,1965. In the difficulties that ensued necessary to the completion of this contract, A Sub-Contractor, Schmidt Bros. Nursery filed suit for claims against The United Pacific Insurance Co. who furnished the Bond on said Contract and myself. Schmidt Bros claims were paid, the suit being settled and soon afterwards a judgement was placed against me by the United Pacific Insurance Group for over $13,000.00, which was paid.

The recovery of the $13,000 paid in this judgement is of the utmost concern to me and I have expended an untold amount of effort to receive the necessary assistance to achieve this fact. This judgement would not have taken place had the insurer's counsel properly handled our case in the court of law, even though the records will indicate that the proper proceedures and practices were followed.

My intentions as well as my implications have not met with any sucess. I have corresponded and have replies from: The Honorable Tom McCall who has referred the matter to the State Insurance Commissioner who in turn a "no-help" reply was given by Mr. James G. Harbolt, Deputy. The matter was brought to the attention of Mr. Floyd Query, Secretary Oregon State Highway Commission. Mr. Grant V. Mumpower, Staff Counsel Oregon State Bar Association as well as other to whom I have approached offered no encouragment.

In conclusion, and in the continuation of my efforts to initiate the necessary action for this monetary recovery, and or to have the opportunity to present the facts, obtain counsel, if necessary Senators, Representatives, the State Congress take the interest to do something to help me; to go beyond the book of rules and conduct and realize that I have been vicitimized by the orthodox methods so prevelant in the way things are done this day.

I have always labored in my lifetime and this money meant a great deal to me since I have long past the prime of my life and this money was to provide for my wife and I in the remaining years of our life. I am quite sure that you will find compassion in this request and at least give me the satisfaction of hearing me out.

I wish to thank you for you indulgence and courteousy extended to me at this time. My kindest regards,

Sincerely,

Ernest Ferrante

Ernest Ferrante

RECEIVED
OCT 8 - 1968

October 8, 1968

Mr. Edward G. Westerdahl, II
Executive Assistant
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mr. Westerdahl:

Reference is made to Mr. Ernest Ferrante's October 1 letter to Governor McCall which outlines a problem that resulted from a state highway contract on I-5 in Portland.

Mr. Ferrante's problem develops from a misunderstanding or a dispute with a subcontractor. The misunderstanding was the subject of litigation and, as we understand it, a finding was made in Circuit Court. Inasmuch as the dispute was not with the Highway Department, it seems improper for us to attempt to interfere with a court's decision.

Mr. Ferrante seems to feel that his bonding company may not have acted properly, and we have suggested that he should discuss this matter with the State Insurance Commissioner if he has evidence of misconduct or breach of ethical practice. For your information, attached is a copy of a reply dated July 24 which this Department transmitted to Mr. Ferrante in response to a similar letter.

If you need anything further, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien
(Orig. letter from Ferrante to Gov. returned to Westerdahl with this letter.)

ERNEST FERRANTE & CO.
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October 1,1968

The Honorable Mr. Tom McCall
Governor, State of Oregon
Salem, Oregon

Dear Sir,

I beg your indulgence in writing this letter to you for the express purpose of soliciting your assistance with a problem that I have had these past months. I am taking this liberty to do this since in my opinion you have held your position with honor and dignity and have represented well the citizenry of our State. May I present my problem.

On August 20,1963, my Company accepted, after being the low bidder of State Highway Department Contract #6333, Baldock Freeway Project involving planting of shrubs. This Contract was completed by my Company on May 10,1965. On September 3,1965, The Highway Dept. State of Oregon took over. Bond was properly furnished to the State and at the same time I had a subcontract with Schmidt Bros Nursery who furnished the shrubs for this job. A number of shrubs died during the life of the contract and were to be replanted according to the requirements established by the Engineering Dept. of the State. Schmidt Bros Nursery furnished the shrubs to replace the ones that had died, and these were replanted by my Company. In their attempt to make a recovery, Schmidt Bros Nursery sued The State Highway Department, The United Pacific Insurance Co. and myself, at which time the State Highway Department did not hold itself responsible for any claims. Schmidt Bros Nursery then sued for claims of loss against The United Pacific Insurance Group of Tacoma, Washington and myself, and the matter was brought into court. The United Pacific Group having underwritten the Bond represented me in the case and lost through what I have considered and understood as an attitude of indifference and mishandling on the part of their attorneys, and whose lack of sincerity and concerted effort was evidenced by the unestablised colusion on the part of United Pacific's legal advisors and that of Schmidt Bros Nursery.

Based on the results of the case, United Pacific paid the claim on October 23,1967, the amount of $5,075 to Schmidt Bros Nursery. Approximately 3 months later, the United Pacific Insurance Group placed a judgement in the U.S. Federal Court which caused me to pay them over $12,000.00 putting me in a position to have to sell my property, the little I had left, and reducing me virtually to a state of near poverty.

ERNEST FERRANTE & CO.
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GENERAL CONTRACTOR
Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems
3908 S. E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

My dear Sir, the case in point that I have is aimed directly against the United Pacific Insurance Group who through all that is proper legally enacted their recovery of monies from me, but all that was morally proper with complete abandonment inasmuch as the records never reveal the actions and intermost workings of individuals whose intentions never go beyond only what is recorded. I can and will verify these claims if you could but find in your capacity to invesitage and make some determination that will ultimately assist me to recover the amount of money I have lost to United Pacific in judgement. I am a person well in my 70's, virtually past my prime earing period in life and this money not only meant a great deal to me but with careful and prudent use was to see my invalid wife and me through the remaining years of our life. What I have stated to you, Governor McCall is true while running the risk of sounding melodramatic, I hold myself excused. My appeal is for your assistance. My cooperation is unlimited and I only ask in your kindness for a favorable and early reply. With kindest regards, I am

Yours Sincerely,
Ernest Ferrante
Ernest Ferrante

Copy to:
Mr. Don Willner
Senator, State of Oregon

OCT 3 - 1968

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OCT 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 25 1968
FOR FILING

July 24, 1968

Mr. Ernest Ferrante
General Contractor
3908 S. E. Bybee Boulevard
Portland, Oregon 97202

Dear Mr. Ferrante.

I have your letter of July 18 addressed to Glenn L. Jackson, Chairman of the State Highway Commission, which was referred to this office for answer.

I have reviewed our file on your contract (No. 6333, Roadside Improvement, North Russell Street-S. E. Oak Street Unit, East Bank Freeway Section, Pacific Highway). Although we do not have all of the details at hand, it appears that this involves a dispute or misunderstanding between yourself and a subcontractor. We are not in possession of enough facts to make a judgment and I am sure that it is not proper that we attempt to do so.

We also are unable to determine whether or not your bonding company did or did not act properly, but if you feel it is guilty of misconduct or some breach of ethical business practice, I believe you should discuss the matter with the State Insurance Commissioner, who has an office at 633 State Office Building, Portland.

I am sorry that I cannot be of any direct help in your problem, but it would be out of place for the Highway Department to intercede in a dispute where findings have been made by courts of competent jurisdiction.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. W. Rulien

RLP:ca fn

ERNEST FERRANTE & CO.

ESTABLISHED 1926

GENERAL CONTRACTOR

Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S. E. BYBEE BOULEVARD PHONE 771-3176 PORTLAND, OREGON 97202

July 18,1968

Mr. Glenn L. Jackson
Chairman
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir,

Upon good recommendation, I have been advised to write to you regarding a matter and circumstances that have resulted in a personal loss of money amounting to $13,732.69 as the result of a judgement placed in Federal District Court by the United Pacific Insurance Group of Tacoma, Washington. I have in my files all the facts and correspondences that pertain to and lead up to this loss and they are available and at your disposal for examination and evaluation at your convenience.

The case in point is directed against the United Pacific Insurance Group whose actions against me find it neccessary to call attention to the fact that they have failed to fullfill their role and purpose in the nature of providing the protection paid for in the purchase of Bond as required in State Highway Commission Contracts, without which I as a small contractor am unable to accept a contract. In purchasing a bond, paying the premiums are entitled to the full benefits and protection of the Insurance Company whose responsibility is to apply all of its efforts and interest in this direction while assuming it share of the risks involved in the unknown and unforeseeable events that can befall the insured. Without this protection a small contractor is not only helpless but can not enjoy any of the benefits of progress and jobs made available through State Governmental agancies such as yours.

What has happened to me went out and beyond the accepted rules that govern the relationship between the insurer and the insured and since your Highway Department cannot not properly operate it duties without the Bond provision in its contracts it is all tooobvious that the Insurance Company must feel the effect of weight and pressure applied from the State agency so that the proper discipline can be maintained at all times. The State can and must bear down at times in order to keep these Insurance companies in line, who can and will deviate in behaviour and pattern if there is gain to be had while seeming operating within the law, ethically and morally. "They" do whatever they please; collect their premiums, and when they run afoul of a problem shirk their responsibilities by due processes of law; what kind of protection does this afford a small contractor like myself,

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and or many other small contractors who ultimately end up when a major problem arises, at the mercy of the insurance company and their trained staff of skilled agents and attorneys. This is why they need to be policed and held in line and the State has the power to do so. This and all of the matters pertaing to the loss of money mentioned in the first paragraph of this letter related to the experience I have had with the United Pacific Insurance group, its agents and attorneys.

My contract #6333 with the State Highway Department developed a Sub-Contract with Schmidt Bros Nursery which was concluded September 3,1965. The records clearly indicated that a problem arose during the life of the contract which involved a loss of approximately $5,000 worth of shrubs which were furnished by Schmidt Bros., and were planted by me. Schmidt Bros filed a claim against my bond and were paid by United Pacific. United Pacific then placed a judgement against me in Federal Distrcit Court which I had to pay.

The payment of this judgement has reduced me to the position that no longer am I able to bid for any more contracts and has virtually put me out of business; and all this through no fault of mine. Being the victim of these circumstances which I was unable to control could happen to small contractors under similar circumstances; which can and must be avoided in the name of all that is just.

I bring these matters for serious consideration and desperately plead for your assistance in effecting a monetary loss that I have had. I need the assistance your office can bring to bear on the Insurance company whose skeletons need to be rattled. I shall be pleased to receive your early favorable reply;

with kindest regards

Very truly yours,

Ernest Ferrante

Ernest Ferrante

RECEIVED
JUL 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1968
FOR FILING

UNITED PACIFIC INSURANCE GROUP

SYMBOL OF SERVICE

HOME OFFICE: 728 ST. HELENS AVENUE • BOX 1216 • TACOMA 1, WASHINGTON

May 24, 1968

Mr. Ernest Ferrante
Ernest Ferrante & Co.
3908 S. E. Bybee Boulevard
Portland, Oregon 97202

Re: 60-93404
Ernest Ferrante

Dear Mr. Ferrante:

This will confirm our telephone conversation of May 23 concerning the above matter.

Without reviewing the entire conversation, I will merely reiterate that a complete and thorough review of our file does not reveal any evidence that any employee, agent, or attorney representing this company acted in a manner other than on the highest legal, moral and ethical planes.

We are sorry that you feel as you do, but I cannot come to any other conclusion than that as above stated.

Yours very truly,

William T. Atkins
Vice President

WTA:os

cc: Mr. Floyd Query, Secretary
Oregon State Highway Commission

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
MAY 27 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 1 - 1968
FOR FILING
I-5-6(45)

March 1, 1968

Mr. Ernest Ferrante
3908 S. E. Bybee Boulevard
Portland, Oregon 97202

Dear Mr. Ferrante:

I have your letter of February 28 concerning a judgment held against you by United Pacific Insurance Company pertaining to our Contract No. 6333, which was awarded to you August 29, 1963.

Our records show that the final payment on this contract was mailed in care of the surety about September 20, 1965.

Our contract record also shows that Schmidt Brothers Nursery had filed with us claims for shrubbery furnished.

We have no way of determining the validity of claims filed with us, and to attempt to do so would put us in the position of judge and jury, which we do not wish to assume. We have found that in many instances claims filed with us are quite controversial. The State's official interest in the contract is completed when the contract has been accepted and final payment made.

The only suggestion I can offer is that you secure the advice of an attorney to represent you in the litigation with the surety company.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

February 28,1968
3908 S.E. Bybee Boulevard
Portland, Oregon 97202

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Query,

I beg your indulgence in writing this letter to you for the sole purpose of informing you of the situation I, Ernest Ferrante, Contractor, now find myself in, with the hope and desire that you could evaluate and come to my assistance in defending and protecting my interests both as an individual and my assets.

A brief resume of the past circumstances as as follows: Schmidt Bros Nursery Signed a Contract to me on September 3,1963 to furnish all shrubs according to plans and specifications of the State Highway Dept. Contract #6333. The specifications state that if the shrubs die, I was to furnish the labor to replant the shrubs to be furnished by Schmidt Bros. Nursery.

In due course, The State Highway Department notified me on or about May 1965 that before they could accept completion of the job that approximately $5,000 worth of shrubbery was needed to complete the job; caused by natural and man made losses; acts certainly beyond my control. Schmidt Bros Nursery were called upon to furnish the shrubbery which was done. Schmidt Bros then filed a claim against the United Pacific Insurance Company with whom I had a bond, for approximately $10,022.00. I have in my possesion paper that show that Mr. Dan Schmidt received payment and settlement from the United Pacific Insurance Company for the amount of $5975.00; all of this has me convinced that there was colusion between the representatives of United Pacific and Schmidt Bros, and that there were unethical practices involved of which I have now become the victim.

I am now faced with a Judgement which was entered in U.S. Circut Court by the United Pacific Insurance Company for approximately $11,650.00 plus interests, while remembering the actual amount of the settlement made with Schmidt, a substantial difference. I have completed my obligation on the Contract with the State Highway Department. Up until this situation occurred I have always regarded my work, credit, and dependability with great pride and inasmuch as I am a small contractor everything I have worked for has greater meaning and value. I am 77 years old now, and this judgement of $11,650 will wipe me out. I do not have the money to pay this judgement and I presuppose that the U.S. Marshall will out to foreclose on my possessions and eviction will force me into Welfare. I am therefore pleading with you as my last resort to do what you can for me, in light of the actions taken by United Pacific. I feel confident that in your position that you will help me in all sense of justice and charity and intercede with United Pacific to withdraw this Judgement, or whatever you can directly or indirectly. Your considerations in this matter are deeply appreciated and I am hopeful for an early favorable reply.

RECEIVED
FEB 29 1968
STATE HIGHWAY COMMISSION
OREGON

Yours truly,
Ernest Ferrante
Ernest Ferrante

RECEIVED
FEB 10 1966
FOR FILING

February 10, 1966

Mr. Ernest Ferrante
Ernest Ferrante and Company
3908 S. E. Byboe Boulevard
Portland, Oregon 97202

Re: N. Russell St.-S.E. Oak St.
Roadside Improvement, Pacific
Highway, Contract No. 6333

Dear Mr. Ferrante:

Our Resident Engineer, Mr. James Don, has contacted you in response to our January 29 letter to attempt to clarify your latest problems arising from the subject project.

We understand there is no dispute as to the quantity of top soil used and paid for under that bid item. Any problem arising from retainage on progress payments made by you to your subcontractor is not properly a matter for the Highway Department to negotiate.

We are not sure whether the plant quantities are now in question, but wish to point out that certain plant replacements were made at the end of the plant establishment period (to replace dead or rejected plants) as required by the project specifications. Such replacements are clearly the responsibility of the contractor, as set forth on Page 31 of the Special Provisions.

We also call your attention to the requirements set forth on Page 12 of the Supplemental General Provisions (green sheets) wherein 90 days are allowed for filing any claims of error or omission in the final estimate, from the date it was mailed to you. The final payment on this project was made last September 20.

Specific information from the project records would be made available to you on request and we will try to fulfill any legitimate obligation on our part. However, we know of none at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Floyd Query
F. D. Morgan
Mark Astrup
A. E. Johnson

JAB:bjm srb

ERNEST FERRANTE & CO.

ESTABLISHED 1926

GENERAL CONTRACTOR

Installers of Waterlines, Irrigation Systems and Lawn Sprinkling Systems

3908 S.E. BYBEE BLVD. PHONE PR. 1-3176 PORTLAND 2, OREGON

January 29, 1966

Oregon State Highway Commission
Salem, Oregon

Attention: Floyd Query, Secretary Re: Contract 6333

Dear Sir:

Your letter of January 14, 1966 has been received. You stated that the State had received no information as to whether the claims against the above Contract had or had not been paid. I wish to advise you at this time that the United Pacific Insurance Company, to whom you sent the final payment of $7,146.03, requested that I endorse the check and return it to them of which $5,767.91 was then mailed to Schmidt Bros. Nursery and the Insurance Company retained the rest.

The Insurance Company will not release the balance of the money to me until all claims are cleared. I have satisfied payment of all the Sub-contracts up to the estimates given me by the State however, they are claiming the State has not estimated correctly since the figures by the State and the figures by Schmidt Bros and Union Construction Company do not coincide. I feel that the State should send one of their Engineers up to go over the Project and, if they find that their original estimate is correct, or incorrect they should then notify the parties who hold claims against me so that I may be relieved of those claims and once again be able to obtain a Bid Bond. As it is now, the Bond Companies will not issue me a Bond. If the claims were legitimate, I would not be appealing to you, however, since I have fulfilled payment to these people in accordance with the States' estimate, I cannot see how I could be expected to go beyond the terms of the Sub-contracts and pay more than the State has allowed.

I have never, in all of my thirty-nine years of contracting in the State of Oregon had any problems such as this one and do not want to have to cease operations because of the present circumstances. I sincerely hope that you will see your way clear to assist me in clearing my name in this case so that, in the future, I will again be able to purchase a Bond and bid on the State Projects.

Thank you for your cooperation.

Sincerely,

Ernest Ferrante

ERNEST FERRANTE & CO.

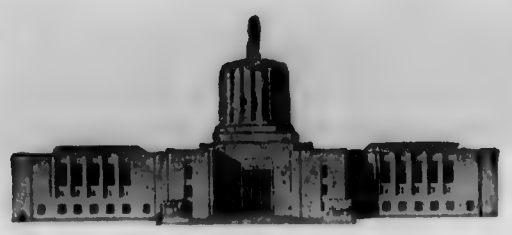
EF/mf

RECEIVED
FEB 1 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 80M 2-65

RECEIVED
OCT 4 1965
P.O. BUILDING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 7, 1965

Black, Kendall, Tremaine, Boothe & Higgins
Attorneys at Law
1200 I.C.O. Building
Portland, Oregon 97204

Attention: Milton C. Lankton

Gentlemen:

This is to acknowledge receipt of your letter of September 30 and attached Notice of Claim of your client Schmidt Brothers Nursery stating that Ernest Ferrante and Company owes them for shrubs and other plants in the amount of $12,802.64.

This appears to be in reference to the Ernest Ferrante, Contract No. 6333 for roadside improvement on the N. Russell Street-S. E. Oak Street Unit-Eastbank Freeway Section of the Pacific Highway in Multnomah County.

The surety on this project is the United Pacific Insurance Company through Mansfield and Company, 1975 S. W. Fifth Avenue, Portland. We will advise them of the receipt of this claim and we will also send your client's Notice of Claim to the Secretary of State for filing.

As requested in your attached affidavit we are enclosing a certified copy covering Ernest Ferrante's Contract No. 6333.

We would appreciate hearing from you when this claim has been paid.

FILED
OCT 8 1965
TOM McCALL
SECRETARY OF STATE
Claim File No. 4145

Very truly yours,

RECEIVED
OCT 11 1965
OREGON
STATE HIGHWAY COMMISSION

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
C. W. Head
Assistant Secretary

RECEIVED
OCT 8 1965
TOM McCALL
SECRETARY OF STATE

CWH:jf
cc: United Pacific Insurance Company
Mansfield and Company
Ernest Ferrante
Mr. Jackson
Mr. Simpson
The Hon. Tom McCall

P. S. Please acknowledge receipt of the enclosed copy and return to this office.

NOTED
C. W. HEAD

NOTED ON CARD
Jan 11.

LAW OFFICES

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

1200 I C O BUILDING

520 S. W. SIXTH AVENUE

PORTLAND, OREGON 97204

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
MILTON C. LANKTON
DAVID J. KRIEGER
MICHAEL H. SCHMEER
ROBERT J. MILLER
RONALD K. RAGEN

September 30, 1965

TELEPHONE
228-3246

SUBJECT: Oregon State Highway Commission
Contract No. 6333 -- Claim of
Schmidt Brothers Nursery against
Ferrante for $12,802.64 plus
interest from 8/1/1964 on $13,022.94
and from 4/1/1965 on $2,779.70.

State Highway Commission
Salem, Oregon

Gentlemen:

You have already been given notice of the claim of Schmidt Brothers Nursery against Ernest Ferrante for shrubs and plants furnished to Ferrante in connection with the above-mentioned contract on the Minnesota Freeway. It is my understanding that some funds, or perhaps all of the retained funds due Mr. Ferrante under the above-mentioned contract, have been released; however, in order that there be no misunderstanding, since a substantial sum remains unpaid to Schmidt Brothers Nursery, the enclosed Notice of Claim is submitted against the State Highway Commission and United Pacific Insurance Company on the bond under the above-mentioned contract.

Also enclosed is an affidavit and a request for a copy of the subject contract and of the bond.

Very truly yours,

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

Milton C. Lankton

Milton C. Lankton

MCL:m
cc: United Pacific Insurance Co.

NOTICE OF CLAIM ON STATE HIGHWAY COMMISSION CONTRACTOR'S BOND

TO: OREGON STATE HIGHWAY COMMISSION, STATE OF OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Schmidt Bros. Nursery has a claim for shrubs and other plants furnished to Ernest Ferrante and Co. in the sum of $12,802.64, furnished by Schmidt Bros. Nursery, plus interest.

Shrubs and other plants furnished Ernest Ferrante and Co. in connection with contract No. 6333, March, 1964 to May, 1964; and February, 1965 to March, 1965 (replacements of stolen and frozen shrubs).

The above sum of $12,802.64 plus interest is claimed against the bond taken from Ernest Ferrante and Co. and United Pacific Insurance Company for the above-mentioned materials furnished.

SCHMIDT BROS. NURSERY

By _____
Dan Schmidt

AFFIDAVIT

STATE OF OREGON)
County of Multnomah) ss.

I, DAN SCHMIDT, being first duly sworn, depose and say:

That I am the owner of Schmidt Bros. Nursery, a self-proprietorship and my assumed business name and I am familiar with the situation referred to in this Affidavit;

I, as Schmidt Bros. Nursery, have supplied shrubs and plants for the planting of the roadside improvement, East Bank Freeway section, Multnomah County, (Minnesota Freeway) required in contract No. 6333 awarded to Ernest Ferrante for improvement on N. Russell Street -- S. E. Oak Street unit East Bank Freeway section of the Pacific Highway in Multnomah County. Said Schmidt Bros. Nursery has a claim therefor which has not been paid;

I make this Affidavit in support of a request of said Schmidt Bros. Nursery, as applicant, for a certified copy of said contract No. 6333 and the bond applicable thereto, all with reference to Section 279.512, 279.515 and related sections of the Oregon Revised Statutes.

Dan Schmidt
Dan Schmidt

Subscribed and sworn to before me this 18th day of August, 1965.

J Conrad Fehl
Notary Public for Oregon
My Commission Expires: Mar. 11, 1967

RECEIVED
OCT 1 - 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 23 1965
FOR FILING
I-5-6(4) 3

September 22, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Federal-Aid Project Acceptance

Dear Sir:

Your August 9, 1965 endorsement noted that contract work on Contract No. 6333, N. Russell St.-S.E. Oak St. Section in Multnomah County, Federal-Aid Project No. I-5-6(95)302, was satisfactory. The State Highway Commission authorized acceptance of the contract as of September 3, 1965.

Attached and listed below are data necessary for your acceptance of the project:

All participating work under State Force Order by State Forces or others was completed 7-16-65.

The establishment period was completed 9-25-64.

The Contractor's Wage Certification is dated 5-31-65.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory materials certification
Statements of underruns and overruns
Monthly Project Cost Report (S-256)
Construction Engineer's Statement

Your acceptance of the project is requested.

Very truly yours,

Forrest Cooper,
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb
Att.
cc: C. H. Maison
F. D. Morgan
R. N. Chase

RECEIVED
SEP 22 1965
FOR FILING

I-5-6(45)300

6333

September 17, 1965

United Pacific Insurance Company
Box 1216
Tacoma, Washington 98401

Attention: Mr. Robert L. Miller
Claim Supervisor

Gentlemen:

As requested in your letter of September 14, we will mail the check for final payment on Ernest Ferrante's Contract No. 6333 to United Pacific Insurance Company at your Tacoma address.

The check, as it is not assigned, will be made payable to Ernest Ferrante.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc Ernest Ferrante
3908 S.E. Bybee
Portland, Oregon

Mr. Francis Yunker
Attorney at Law
806 S.W. Broadway
Portland, Oregon

(Noted on card FN

C.H. Maison
Attn: John Herr
P.S. Please mail the check in care of United Pacific Insurance Company, Box 1216, Tacoma, Washington, 98401.

UNITED PACIFIC INSURANCE COMPANY

SYMBOL OF SERVICE

HOME OFFICE: 728 ST. HELENS AVE. • BOX 1216 • TACOMA, WASHINGTON 98401

September 14, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Mr. Floyd Query, Secretary

Dear Mr. Query:

United Pacific Bond B427501
Principal: Ernest Ferrante
Obligee: State of Oregon
Highway Department
Contract: Roadside Improvement -
North Russell Street - Southeast
Oak Street Unit, East Bank Freeway
Section - Contract 6333

Reference our previous correspondence relating to final payment on the above contract, we request final payment to the contractor be promptly made and forwarded to United Pacific Insurance Company at the above address. We have arranged, through Mr. Ferrante's attorney, to receive the job funds and hold them in escrow pending settlement of the claims made against this project by Schmidt Bros. Nursery, etc. By this time, you may have received a letter from Mr. Ferrante's attorney directing the State of Oregon to remit final payment to Mr. Ferrante and forward the payment voucher directly to United Pacific.

We appreciate your cooperation in this matter.

Very truly yours,

Robert L. Miller

Robert L. Miller
Claim Supervisor

jc

cc: Francis Yunker
Attorney at Law
Jackson Tower Building
806 S. W. Broadway
Portland, Oregon

Mr. Ernest Ferrante
3908 Southeast Bybee
Portland, Oregon

RECEIVED
SEP 1 0 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 8 1966

FRANCIS F. YUNKER
ATTORNEY AT LAW

1009 JACKSON TOWER
806 S.W. BROADWAY
PORTLAND, OREGON 97204
PHONE 223-5755

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Re: United Pacific Bond B42[illegible]01
Principal: Ernest Ferrante
Obligee: State of Oregon
Highway Department
Contract: Roadside Improvement-
North Russell Street - Southeast
Oak Street Unit. East Bank Freeway
Section - Contract 0333

Dear Mr. Query:

I am in receipt of a copy of a letter from United Pacific Insurance Company re the Ferrante account. It is agreeable with Mr. Ferrante, whom I represent, to pay sums due us to to United Pacific Insurance Company.

Yours very truly,

Francis F. Yunker

FY:fay

NOTED
FLOYD QUERY

RECEIVED
SEP 13 1965
FOR FILING

I-5-(4)302

September 8, 1965

Mr. Ernest Ferranto
3908 S. E. Bybee
Portland, Oregon

Dear Sir:

Final inspection has been made by the Bureau of Public Roads on the N. Russel Street-S.E. Oak Street Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6333, FA Project I-5-6(45)302.

The contract work has been completed to the satisfaction of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

WG:ds

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
C. H. Maison
F. D. Morgan
L. H. Young

RECEIVED
SEP 7 - 1965
FOR FILING
I-5-6(45) 302
6333

September 7, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6333 awarded to Ernest Ferrante for roadside improvement on the North Russell Street-S. E. Oak Street Unit-Eastbank Freeway Section of the Pacific Highway in Multnomah County, was completed on May 10, 1965, and accepted by the Highway Commission on September 3, 1965.

Final payment in the amount of $7,146.03 will be retained in compliance with your letter of August 19, 1965, that no payment be made without your written consent. The total contract amount is $87,995.36 including $535.88 for work performed under force account.

You have been previously advised that claims have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Mr. Ernest Ferrante
3908 S.E. Bybee
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 7 - 1965
FOR FILING

I 3-6(12)=3.1
6333

September 3, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed May 10, 1965, on Contract No. 6333. The contract was with Ernest Ferrante and was for roadside improvement on the N. Russell Street–S. E. Oak Street Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective September 3, 1965, and that you concur in this procedure at the Commission meeting on September 20.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
E. D. Morgan
C. H. Maison
L. W. Rulien

bg

FORM E-123X 50M - 2-65

RECEIVED
SEP 8 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(45) 302

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 2, 1965

Schmidt Bros. Nursery
Route 2, Box 170
Troutdale, Oregon

Attention: Mr. Dan P. Schmidt

Gentlemen:

This is to acknowledge receipt of your claim letter of August 31 and attached statement stating that you have furnished to Mr. Ferrante various shrubs to replace stolen and frozen plants in the planting of the East Bank Minnesota Freeway amounting to $2,779.70 plus interest.

This appears to be in reference to the Ernest Ferrante Contract No. 6131 for roadside improvement on the North Russell Street-S. E. Oak Street Unit-Eastbank Freeway Section of the Pacific Highway in Multnomah County.

The surety on the project is United Pacific Insurance Company through Mansfield and Company, 1975 S. W. Fifth Avenue, Portland. We will advise them of the receipt of your letter, and we will also send your letter and statement to the Secretary of State for filing.

When you have received payment for these shrubs, please let us know so that we can clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 1965
STATE HIGHWAY COMMISSION
OREGON

cc United Pacific Insurance Company
Mansfield and Company
Ernest Ferrante
Glenn L. Jackson
David B. Simpson
Hon. Tom McCall

P.S. Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
Jane

File #
FILED
SEP 3 1965
TOM McCALL
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
SEP 3 1965
TOM McCALL
SECRETARY OF STATE

S. B.

Phone MOhawk 5-2350

DAN P. SCHMIDT, Owner

184th & SANDY DR[illegible] BOX 170 - TROUTDALE, OREGON

August 31, 19[illegible]

Mr. Floyd Query,
Oregon State Hi[illegible]
Salem, Oregon 9[illegible]

Re: [illegible] CROSS SHOT
CONTRACT NO.6333.
[illegible]E. EAST BANK
[illegible] SECTION.

Dear Mr. Query:

Enclosed [illegible] statement and copies of invoices [illegible] covering shrubs furnished to [illegible] blen plants, in the planting of the [illegible] Freeway section, amounti[illegible]

[illegible] yours,

[illegible] P. Schmidt

Phone MOhawk 5-2350

DAN P. SCHMIDT, Owner

164th & SANDY BOULEVARD P. O. BOX 170 • TROUTDALE, OREGON

Ernest Fernanto
Beck & Lyons Inc.,
Portland, Oregon

Date	Invoice No.	Amount
Feb. 9, 1965	[illegible]	$ 24.00
Feb. 9	[illegible]	15[illegible].10
Feb. 9	[illegible]	98.[illegible]0
Feb. 9	[illegible]	9.[illegible]0
Feb. 9	[illegible]	114.[illegible]6
Feb. 9	[illegible]	21.15
Feb. 9	[illegible]	123.70
Feb. 9	[illegible]	4.40
Feb. 9	[illegible]	16.80
Feb. 10	[illegible]	98.40
Feb. 10	[illegible]	31.40
Feb. 10	[illegible]	7.80
Feb. 10	[illegible]	100.00
Feb. 10	[illegible]	42.[illegible]5
Feb. 10	[illegible]	21.[illegible]0
Feb. 10	[illegible]	100.00
Feb. 10	[illegible]	7.50
Feb. 11	[illegible]	117.[illegible]0
Feb. 11	[illegible]	98.40
Feb. 11	[illegible]	31.[illegible]0
Feb. 11	[illegible]	8.80
Feb. 11	[illegible]	97.[illegible]5
Feb. 11	[illegible]	111.70
Feb. 11	[illegible]	5.[illegible]
Feb. 15	[illegible]	[illegible]
Feb. 15	[illegible]	634.00
Feb. 15	[illegible]	321.[illegible]5
Feb. 15	[illegible]	2[illegible].[illegible]0
Mar. 8	[illegible]	1[illegible].45
Mar. 8	[illegible]	10.00
Mar. 25	[illegible]	80.00

Total $ 2,770.70
Plus Interest ([illegible])

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 9-2550

No. 19160

SOLD TO Ferrante, Ernst and State of Ore.

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/11/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT
	Area #20			
3	Andorra Junipers	15/18	2.40	7 20

Paid 2/17

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2550

№ 19161

SOLD TO Ferrante, Ernest and State of Ore.

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/11/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
		Area #14				
	7	Rhodo. Pink Pearl	18/24	5.00	35	~~00~~
*	13	Vib. Tomentosum Mariesii	24/30	~~4.00~~	no charge ~~52~~	
	15	Pieris Japonica (Andromeda)	30/36	5.50	82	50
					117.	50

* These replace 13 (dead ones) of the 58 delivered to Area #14, 2/9/65.

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 6-2380

Nº 19162

SOLD TO Servante, Ernst and State of Ore.

ADDRESS Oregon State Highway Commission

CITY Replacements

SHIP VIA Area #9

DATE REC'D

DATE SHIPPED 2/11/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
35	Juniper, Andorra	15/18	2.40	84	—
16	Heather, Mediterranean	10/12	.90	14	40
				98.	40

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2380

No 19163

SOLD TO Ferrante, Ernest and State of Ore. DATE REC'D

ADDRESS Oregon State Highway Commission DATE SHIPPED 2/11/65

CITY Replacements

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

SHIP VIA

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #6				
13	Mon. Sempervirens Italiancypress	30/36	2.40	31	20

Paid E. Abbr

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2350

No 19164

SOLD TO Serrante, Ernest and, State of Ore.

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/11/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #1				
2	Ponderosa Pine	3/4'	4.25	8	50
1	Warminster Broom (shot on backhoe)	1 1/2"		no charge	
				8	50

Paul E. Libby

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2380

No. 19165

SOLD TO Ferrante, Ernest and State of Ore.

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/11/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #3				
19	Dwarf Magellan Barberry	9/12"	1.35	25	65

Paid

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2380

№ 19166

SOLD TO Ferrante, Ernest and State of Ore.

ADDRESS Oregon State Highway Commission

CITY Replacements

DATE REC'D

DATE SHIPPED 2/11/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

SHIP VIA

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #12				
19	Pieris Japonica (Andromeda)	30/36	5.50	104	50
3	Moss Sawara Falsecypress	30/36	2.40	7	20
				111.	70

Paid 2-16

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 9-2350

No 19168

SOLD TO Servante, Ernest and State of Ore.

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/11/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
		Area #17				
	3	Chenaultii Barberry	18/24	1.85	5	55

Paul E. Webb

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOhawk 8-2380

No 19143

SOLD TO Serrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2-15-65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
		Area 22				
	340	Bearberry	.25		85	E
		Area 21				
	10	Bearberry	.25		2	50
	1	Carmine Crab		1.75	1	75
		Area 18				✓
	100	English Ivy		.07½	7	50
		Area 14				
	580	English Ivy		.07½	43	~~50~~
	150	Bearberry		.25	37	50
		Area 11				
	50	English Ivy		.07½	3	~~75~~
		Area 9				✓
	870	English Ivy		.07½	65	25
		Area 6				✓
	900	English Ivy. Part E Bldg		.07½	67	50
					314	25

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2380

Nº 19144

SOLD TO Ferrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2-15-65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
Area 5					
650	English Ivy		.07½	48	75
Area 1					
370	English Ivy		.07½	27	75
Area 3					
1300	English Ivy		.07½	97	50
Area 4					
350	English Ivy		.07½	26	25
Area 7					
150	English Ivy.		.07½	11	25
Area 8					
1500	English Ivy		.07½	112	50
Area 10					
400	English Ivy		.07½	30	—
				354	—

Paid E. Libby 7/2

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2550

Nº 19145

SOLD TO Serrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2-15-65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area 13				
300	English Ivy		.07½	22	50
	Area 12				
350	Bearberry		.25	87	50
					✓
	Area 15				
150	English Ivy		.07½	11	25
				121	25

Paid Ebby

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 6-2880

Nº 19308

SOLD TO Ferrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 3/8/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #17				
6	Dwf. Falsecypress, Yellowthread	18/24"	2.35	14	10
55	Salal pots	4"	.40	22	—
	Area #15				
121	Slender Deutzia	1 gal.	.65	78	65
3	Falsecypress, Broad Lawara	30/36"	2.40	7	20
	Area #12				
8	Dwf. Falsecypress, Yellowthread	18/24"	2.35	18	80
2	Falsecypress, Broad Lawara	30/36"	2.40	4	80
	Area #3				
10	Salal pots	4"	.40	4	—
	Area #5				
200	Salal pots	4"	.40	80	—
	E. Ferrante			229	55

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2350

Nº 19309

SOLD TO Ferrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission Diagonal

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 3/8/65

TERMS. STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #6				
5	Cameo Quince	15/18"	1.25	6	25
	Area #14				
41	Pieris Japonica (3.50) (Sub. for 1.95 Taiwanensis)	24/30"	1.95	79	95
	Area [redacted] #12				
1	Andromeda (Pieris Japonica)	30/36"	5.50	5	50
	Area #18				
5	Dwf. Falsecypress, Yellowthread	18/24"	2.35	11	75
12	Douglasii Spirea		.75	9	—
	Area #20				
8	Dwf. Sherwood Abelia	18/24"	1.75	14	—
				126	45

Estimate

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2350

No 19310

SOLD TO Ferrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 3/8/65

TERMS STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #21				
3	Azalea, Taffeta	10/12"	1.50	4	50
7	" Driven Snow	"	1.50	10	50
	Area #22				
2	Azalea, Anchorite	10/12"	1.50	3	-
				18	00

6 Planted

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 9-2290

№ 19529

SOLD TO Ferrante, Ernest and State of Ore.

ADDRESS Oregon State Highway Commission

CITY Replacements

SHIP VIA Area #16

DATE REC'D

DATE SHIPPED 3/25/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	32	Heather, St. Keverne	9/12"	.90	28	80
		(sub. for Mrs. Maxwell)				

E Ferrante

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 8, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2350

№ 19116

SOLD TO Ferrante, Ernest and State of Oregon DATE REC'D

ADDRESS Oregon State Highway Commission

CITY Replacements DATE SHIPPED 2/9/65

SHIP VIA Area #15

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT
42	Vib. Tomentosa Mariesi	24/30	1.00	42 00
1	Hawthorn, Washington Ba	6/7	2.25	2 25
6	Royal Purple Smokebush	2/3	2.50	15 —
2	Forsythia, Lynwood Gold	3/4	.65	1 30
13	Cotoneaster Parneyi	2/3'	1.75	22 75
1	Leatherleaf Viburnum (2 1gals)		1.00	1 00
				84 30

Ernest

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 5-2380

No 19117

SOLD TO Serrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY Replacements

SHIP VIA Area #14

DATE REC'D

DATE SHIPPED 2/9/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
		Warminster Broom	7	1.10	7	70
		Vib. Tomentosa Mariesi	58	1.00	58	00
		Golden Heather	66	.90	59	40
		Portugal Laurel	6	3.00	18	V
		Jun. Tams	5	2.40	12	V
					155	10

Paid

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-3280

Nº 19119

SOLD TO Serrante, Ernest and State of Ore. DATE REC'D

ADDRESS Oregon State Highway Commission DATE SHIPPED 2/9/65

CITY Replacements

SHIP VIA Area #2

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	17	Red Hgt. Junica	2/3'	1.25	21	25
	8	Tamarix, African	2/3'	.60	4	80
	35	Broom, Warminster	12/15	1.10	38	50
	8	— Hybrid	18/24	1.50	11	—
	3	Juni. Andorra Creeping	15/18	2.40	7	20
	8	Dwf. Arctic Willow	18/24	1.00	8	—
	2	Tamarix, Hispida	2/3'	.55	1	10
	6	Siberian Dogwood	18/24	.50	3	—
	1	Shore Pine	30/36	3.50	3	50
					[illegible]	
					98	35

E. Serrante

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2280

№ 19120

SOLD TO Fernanty, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY Replacements

SHIP VIA Area #1

DATE REC'D

DATE SHIPPED 2/9/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	5	Gabel Laurel	12/15	1.35	6	75
	2	Shore Pine	30/36	3.50	7	-
	6	Pieris Jap. (Andromeda)	"	5.50	33	00
	15	Forsythia, Lynwood Gold	3/4	.45	9	75
	2	Hawthorn, Washington Br.	6/7	2.25	4	50
	16	Siberian Dogwood	18/24	.50	8	-
	1	Cedrus Deodara	4/5	4.50	4	50
	16	Warminster Broom	12/15	1.10	6	60
	6	Junr. Pfitzer (green)	18/24	2.40	14	40
					94	50

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOhawk 6-2350

Nº 19121

SOLD TO Ferrante, Ernest and State of Oregon — DATE REC'D

ADDRESS Oregon State Highway Commission — DATE SHIPPED 2/9/65

CITY Replacements

SHIP VIA Area #12 & #13

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
#12	8	Jun. Andorra Creeping	15/18	2.40	19	20
"	14	Azalea, Exbury, yellow		2.25	31	50
"	3	Crabapple, Strathmore Br.	5/6'	1.75	5	25
"	4	Chinese Stranvaesia	2/3'	2.25	9	—
#13	10	Azalea, Sherwood Orchid	15/18	2.50	25	—
"	2	Broom, Warminster (Cut for Primera)	12/15	1.10	2	20
"	7	Mugho Pine, Globe	12/15	2.60	18	20
"	3	Box Blueberry	18/24	1.50	4	50
					114.	85

E Ferrante

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2350

No 19122

SOLD TO Ferrente, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY Esplanade

SHIP VIA Area #7 & #8

DATE REC'D

DATE SHIPPED 2/9/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
#7	14	Warminster Broom	12/15	1.10	15	40
"	15	Persian Lilac	2/3'	.65	9	75
#8	2	Tea Crabapple Br.	5/6'	1.75	3	50
	6	Yew, English Spreading	18/24	3.75	22	50
					51	15

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 6-2350

№ 19123

SOLD TO Ferrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY Replacements

SHIP VIA Area # 3

DATE REC'D

DATE SHIPPED 2/9/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
3	Giant Arborvitae	3/4'	3.00	9	—
73	Warminster Broom	12/15	1.10	80	30
31	" " (sub. for Proneana)	12/15	1.10	34	10
6	Forsythia, Fortunei	30/36	.55	3	30
				126	70

Re-Invoiced

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 8, BOX 170
TROUTDALE, OREGON
PHONE MOhawk 8-5350

No 19124

SOLD TO Ferrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY Replacements

SHIP VIA Area #10

DATE REC'D

DATE SHIPPED 2/9/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
4	Warminster Broom	12/15	1.10	4	40

to Ferrante

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 1 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 6-2290

No 19125

SOLD TO Ferrante, Ernest and State of Ore.

ADDRESS Oregon State Highway Commission

CITY Replacements

SHIP VIA Area # 17

DATE REC'D

DATE SHIPPED 2/9/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	11	Box Blueberry	18/24	1.50	16	50
	2					

E. Ferrante

INVOICE

SCHMIDT BROS. NURSERY

164TH AND GANDY BLVD.
RT. 2, BOX 179
TROUTDALE, OREGON
PHONE MOHAWK 9-2260

Nº 19133

SOLD TO Fernandez, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/10/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT
	Area #5			
2	Mugho Pine, globe	12/15	2.60	5 20
16	Rhodo. Elizabeth	15/18	4.00	64 00
	Area #6			
1	Hawthorn, Washington Br	6/7	2.25	2 25
4	Spirea, Bridalwreath	2/3	.60	2 40
1	Geelandia Broom	15/18	1.35	1 35
2	Warminster Broom	12/15	1.10	2 20
3	Darwin Barberry	18/24	2.00	6 00
10	Gabel Honeysuckle	2/3'	1.50	15 00
				98 40

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2350

No. 19134

SOLD TO Ferrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/10/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #9				
6	Babel Laurel	12/15	1.35	8	10
13	Red Flg. Quince	2/3	1.25	16	25
5	Dwf Magellan Barberry	9/12"	1.35	6	75
	Area # 11				
2	Gort. red Firethorn Br.	2/3	1.65	3	30
				34	40

Paid 2/16/65

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 8, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2350

№ 19135

SOLD TO Serrante, Ernest and State of Oregon

ADDRESS Oregon State Highway Commission

CITY Replacements

DATE REC'D

DATE SHIPPED 2/10/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

SHIP VIA

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #16				
2	Spring Glory Forsythia	18/24	1.00	2	00
1	andromeda	30/36	5.50	5	50
				7	50

Paid 3 Ebbs

INVOICE

SCHMIDT BROS. NURSERY

184th AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 6-2250

№ 19136

SOLD TO Ferrante, Ernst and State of Ore.

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/10/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT
	Area #18			
26	Vib. Tomentosa Mariesii	24/30	1.00	26
35	Anthony Waterer Spirea	18/24	.65	22.75
11	Warminster Broom	12/15	1.10	12.10
4	Giant Arborvitae	3/4	3.00	12
10	Dwarf Magellan Barberry	9/12	1.35	13.50
5	Pfitzer Juniper	18/24	2.40	12
7	Colorado Spruce	3/4	3.35	23.45
2	Sherwood Mult. Spruce	24/30	3.50	7.00
				128.80

Paid 2/16/65

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 8-2350

No. 19137

SOLD TO Ferrante, Ernest and State of Ore.

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/10/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
		Area #19				
	16	Golden Pfitzer	15/18	2.25	36	00
	5	Brit. red Firethorn	2/3'	1.65	8	25
					44.	25

Paid 2-16-65

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 6-2250

Nº 19138

SOLD TO Serranto, Ernest and State of Ore. DATE REC'D

ADDRESS Oregon State Highway Commission DATE SHIPPED 2/10/65

CITY

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

SHIP VIA Replacements

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

	QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
		Area # 20				
	9	Andorra Juniper	15/18	2.40	24	60

Paul F. Gibbs.

INVOICE

SCHMIDT BROS. NURSERY

184TH AND SANDY BLVD.
RT. 2, BOX 170
TROUTDALE, OREGON
PHONE MOHAWK 9-2380

No. 19139

SOLD TO Ferrante, Ernest and State of Ore.

ADDRESS Oregon State Highway Commission

CITY

SHIP VIA Replacements

DATE REC'D

DATE SHIPPED 2/10/65

TERMS: STRICTLY 30 DAYS NET, FROM DATE OF INVOICE.

INTEREST CHARGED AT EIGHT PER CENT PER ANNUM ON PAST DUE ACCOUNTS.

QUANTITY	VARIETY	GRADE	PRICE	AMOUNT	
	Area #21				
36	Wanninata Broom (Sub. for Primeana)	12/15"	1.10	39	60
12	" "	12/15"	1.10	13	20
1	Blireana Plum	7/8'	2.10	2	10
	Area #22				
22	Glenmarie Azalea	10/12	1.50	33	—
4	Cotoneaster Parneyi	2/3'	1.75	7	—
4	Gable Azalea	10/12"	1.50	6	—
				100.	90

Paid

RECEIVED
AUG 25 1965
FOR FILING

August 24, 1965

Mr. Francis F. Yunker
1009 Jackson Tower
806 S. W. Broadway
Portland, Oregon 97204

Dear Mr. Yunker:

This is in reply of your letter of August 20, concerning the Ernest Ferrante Contract No. 6333 for roadside improvement on the North Russell Street-S. E. Oak Street Unit-Eastbank Freeway Section of the Pacific Highway in Multnomah County.

We have not received a lien on this job from Schmidt Bros. Nursery, however, we are attaching a copy of the claim letter received from Schmidt Bros. Nursery, stating that Mr. Ferrante owes them a balance of $10,022.94 for shrubs furnished on this project.

This claim letter was filed with the Secretary of State on January 4, 1965, and was assigned his claim File No. 4104.

This contract was completed May 10, 1965, but has not yet been accepted by the Highway Commission. The United Pacific Insurance Company through Mansfield & Company, 1975 S. W. Fifth Avenue, Portland, furnished the performance bond on this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:gc

FRANCIS F. YUNKER
ATTORNEY AT LAW

1009 JACKSON TOWER
806 S.W. BROADWAY
PORTLAND, OREGON 97204
PHONE 223-5755

August 20, 1965

Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

Contract 233
Roadside Improvement

I represent Ernest Fromme who contracted for certain work on the above improvement. I understand that the Schmidt Bros. Nursery has filed a claim on this job. I would appreciate a copy thereof so that the matter may be determined.

Yours very truly,

Francis F. Yunker

Y:W

cc pleased handle
76

NOTED
C. W. HEAD

RECEIVED
OFFICE
STATE HIGHWAY COMMISSION

RECEIVED
AUG 2 [illegible] 1965
FOR FILING

6333

August 20, 1965

United Pacific Insurance Company
Box 1216
Tacoma, Washington 98401

Attention: Robert L. Miller
Claim Supervisor

Gentlemen:

This is in reply to your letter of August 19 concerning your Bond No. B-427501 on Contract No. 6333 awarded to Ernest Ferrante for work on the Eastbank Freeway Section in Multnomah County. The contract was completed May 10, 1965, but to date has not been accepted because of certain deficiencies in the work.

We are withholding $7,146.00 pending acceptance of the contract. It is anticipated that acceptance of the contract may occur within the next month. As you have requested we will hold up payment of all funds on this contract until we have received consent of the surety for release.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:jf

cc: C. H. Maison
Attn: John Herr

Please hold Payment

NOTED ON CARD
Jane

UNITED PACIFIC INSURANCE COMPANY

SYMBOL OF SERVICE

HOME OFFICE: 728 ST. HELENS AVE. • BOX 1216 • TACOMA, WASHINGTON 98401

August 19, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

Mr. Floyd Query,
Secretary

Gentlemen:

U.P. Bond: B-427501
Ernest Ferrante
Obligee: State of Oregon,
Highway Department
Contract: Roadside Improvement
North Russell Street - SE Oak Street
Unit E Bank Freeway Section
Multnomah County - Contract 6333

Information received by United Pacific indicates Schmidt Bros. Nursery has a claim of $12,802.64 against Ernest Ferrante and the bond on this contract. We also understand a claim has been submitted by Union Construction Company in the amount of $176.30 relating to this project.

Please advise the current status of the project. If the job was completed and accepted, please advise date of acceptance by the State Highway Department. Also, please advise immediately the amount of contract funds being held on this project by the State Highway Department and when it is contemplated such contract funds may be released to the contractor.

In the event the State of Oregon is holding contract funds on the project, we request that no further payments be made to the contractor without the state's first receiving the consent of United Pacific.

We are taking steps to investigate the claims presented and will inform you of the results. Your cooperation will be appreciated.

Yours very truly,

Robert L Miller
Robert L. Miller
Claim Supervisor

sk

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1965

LAW OFFICES
BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS
1200 I C O BUILDING
520 S. W. SIXTH AVENUE
PORTLAND, OREGON 97204

TELEPHONE
226-3245

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
MILTON C. LANKTON
DAVID J. KRIEGER
MICHAEL H. SCHMEER
ROBERT J. MILLER
RONALD K. RAGEN

August 16, 1965

SUBJECT: ERNEST FERRANTE, OREGON STATE HIGHWAY COMMISSION CONTRACT NO. 6333, ROADSIDE IMPROVEMENT, EAST BANK FREEWAY SECTION, MULTNOMAH COUNTY (MINNESOTA FREEWAY) -- CLAIM OF SCHMIDT BROS. NURSERY IN THE SUM OF $12,802.64

United Pacific Insurance Company
415 S. W. Tenth Avenue
Portland, Oregon 97205

Attention: Dean L. Beck, Bond Department

Dear Mr. Beck:

Your letter of August 10, 1965 to Schmidt Bros. Nursery relating to the above matter has been referred to this office.

It is my understanding that you have previously been given a copy of the letter from my client dated December 22, 1964 to the State Highway Commission indicating that a balance of $10,022.94 remained owing from Mr. Ferrante for shrubs furnished in the planting of the above referred to section of the Minnesota Freeway. Since that time, additional replacement plants valued at $2,779.70 have been furnished to replace stolen and frozen plants, bringing the total now due and owing to $12,802.64.

I understand from our telephone conversation that you will be contacting Mr. Ferrante and will attempt to expedite payment of this claim.

It is my understanding that the contract was completed May 10, 1965 but that it has not yet been accepted by the Commission. Accordingly, there is no question about the time for filing any claim. Schmidt Bros. have already filed a claim with the Secretary of State for the sum of $10,022.94 due previously. If there is any question about the necessity for filing the amended claim to include the additional shrubs furnished, please advise.

If you have any questions or desire any amplification or further information concerning this claim, please contact the undersigned.

Very truly yours,

NOTED
FLOYD QUERY

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

Milton C. Lankton

cc: Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Schmidt Bros. Nursery
Route 2, Box 170
Troutdale, Oregon
Attention: Mr. Dan Schmidt

Secretary of State
Salem, Oregon 97310

RECEIVED
AUG 17 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 5 - 1965
FOR FILING

I-6-6(45)302

6333

August 4, 1965

Schmidt Bros. Nursery
Route 2, Box 170
Troutdale, Oregon

Attention: Mr. Dan Schmidt

Gentlemen:

We have your letter of August 2, stating that Ernest Ferrante still owes you $10,022.94 for shrubs furnished in our Contract No. 6333.

This contract was completed May 10, 1965, but has not yet been accepted by the Commission. It is my understanding that there have been some deficiencies which may or may not have been corrected. Pending acceptance of the contract we are withholding approximately $7,146.03.

Your claim has been filed with the Secretary of State and with us. Filing of this claim is done to give you protection under the bond for labor and materials furnished in the contract.

If satisfactory arrangements can not be made with Mr. Ferrante, it is suggested that you contact the surety who furnished the performance bond with this contract, United Pacific Insurance Company through Mansfield & Company, 1975 S. W. Fifth Avenue, Portland.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

cc: Mansfield & Company
1975 S. W. Fifth Avenue
Portland 1, Oregon

S. B.

SCHMIDT BROS. NURSERY

Phone MOhawk 5-2350

DAN P. SCHMIDT, Owner

184th & SANDY BOULEVARD • ROUTE 2—BOX 170 • TROUTDALE, OREGON

August 2, 1965

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

RE: Highway Commission Contract #6333

Dear Mr. Query:

We wrote you on December 22, 1964 stating that Mr. Ferrante owed us the balance of $10,022.94 for shrubs furnished in the planting on the above contract.

This letter is to inform you that Mr. Ferrante still owes us this balance of $10,022.94.

Would appreciate any effort on your part to expedite payment of this balance to us.

Thank you.

Very truly yours,

SCHMIDT BROS. NURSERY

Dan Schmidt

DPS/hb
cc: Mansfield and Company

1-1146.D

RECEIVED
STATE HIGHWAY COMMISSION

FORM E-123X 20M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 6 1965
FOR FILING

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that remedial work on the lawn areas was completed by our State Forces on July 26, 1965, on Contract No. 6333, N. Russell St.-S. E. Oak St. Unit, Eastbank Freeway Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(45)302.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 8/9/65

Conditions noted on above date:

NONE.

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan Young
By Asst. State Hwy. Engr.
8-25-65

A. W. Parsons
Division Engineer

By
G. R. Brooks
District Engineer

RECEIVED
JUL 21 1965
FOR FILING
J 5-6(45)3.2
6333

Salem, Oregon 97310
July 21, 1965

Ernest Ferrante and Company

Mr. R. L. Porter
Deputy State Highway Engineer
O F F I C E

80

Reference is made to the Bureau of Public Roads' letter of July 9 in which they question the ability of Ernest Ferrante and Company to perform acceptable landscape contract projects.

I have discussed this matter with Mr. Astrup and Mr. Morgan who, in turn, have contacted the field men involved. All agree that Mr. Ferrante's performance is far below par and that we should, at the very least, curtail his bidding ability.

Since Mr. Ferrante has performed other jobs in the past which were not as poorly constructed as this (the Minnesota landscaping project), it is my recommendation that his prequalification expansion factor be lowered from the existing 5 to 2½. This would cut his prequalification down from the existing $100,000 to $50,000.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Mr. F. D. Morgan
Mr. Mark Astrup

copy of this letter in Const. Contractors Inquiries

Form PR-33A (Rev. 5-60) cc:OSHD(Klaboe) Region Wash DC

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

nig

SEMI-FINAL CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

Region No.	Report No.	County	State
8	12	Multnomah	Oregon

Date of inspection	Inspection made by	Project No.
6-3-65	H. A. Schell, Area Engr	I-5-6(45)302

In company with: J. Don, Res Engr, OSHD

Quality of work	Progress of work	Time elapsed	Work completed	Est. compl. end of month
Unsatisfactory	Unsatisfactory	100 %	99 %	100 %

Remarks: (1) Completed work; (2) Work in progress; (3) Comments and recommendations

NORTH RUSSELL ST. - SE. OAK ST.
PACIFIC HIGHWAY
Landscaping

NOTED
F. B. KLABOE

(1) All contractual work has been completed, with the exception of the lawn areas.

(2) One State employee is mowing the lawn in the Williams Ave. area.

(3) Changes:

Change No.	Description	Amount	BPR Approval
PA 2	Furnish and install shrubs and ground cover	$ 146	4-13-64
PA 3	Change plant sizes	$ 32 cred.	6-4-64
PA 4	Deduction from the contractor for weed control and fertilization of lawn areas	$ 165	5-7-65
EWO 3	Restore slopes due to heavy rain this winter	$ 350	No FA
SFO 2	Watering charge	$ 828	Appvd in PS&E, 4-1-64
SFO 3	Charge for electrical power to run sprinkler	$ 50	"
SFO 4	Fertilize, weed, and mow lawn areas	$ 165	5-7-65

(more)

EDITION OF 1-59 MAY BE USED

General comments: The State has been unable to obtain the cooperation of the contractor in putting his lawned areas into acceptable condition, as indicated in the Specifal Provisions. The contractor has generally been uncooperative in making his plant replacements, weeding, and watering during the course of work. This project has been extremely difficult to administer, and it is recommended that the State seriously consider barring this contractor from future bidding on landscape projects. In order to complete the project, the State deducted a token sum of money from the estimate to compensate for his unacceptable lawned areas. The State will complete this work and it is expected that the cost will exceed the amount deducted.

Apparently because of the difficulty with this contract the State maintenance has been reluctant to adequately maintain ground cover and shrubbery beds. They are totally unacceptable at this time. However, this work was acceptable after plant replacement, as indicated in Inspection Report #9, and cannot be considered as the basis of rejection of the project. It is expected that the State will make every effort to put this newly planted area in acceptable shape as soon as possible in order to insure adequate growth of these plants and ground cover during the summer season. Winter kill is responsible for the loss of several barberry and heather plants. Also, some plants have been stolen.

FORM E-30 50M 3-65 SP*6470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 16, 1965

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: N. Russell St.-S.E. Oak St. Unit
Eastbank Freeway Section
Roadside Improvement
Project No. I-5-6(45)302
Contract No. 6333

Herewith a report from Mr. Astrup on the operations of Ernest Ferrante and Company, contractor for the subject project. This report concurs in the Bureau of Public Roads' Area Engineer's comments that the work was not conducted satisfactorily because of shortcomings of the contractor. We have also discussed this with the Metropolitan Engineer and his assistant who are of like opinion.

The Commission Secretary advises that two claims totaling $10,405 + have been filed against the contractor by a nursery and a hauling firm for services on this project.

This contractor is pre-qualified for this year for projects totaling $100,000. This amount was derived by using the usual multiple of 5 times the contractor's net assets. A reasonable and justifiable restriction on future work by this contractor short of actual exclusion could be imposed by using a lower multiple of 2-1/2, which for the rest of this year at least would limit his work to a $50,000 project, and we recommend this be done.

F. D. Morgan
Construction Engineer

JAB:fp
Attach.
cc A. E. Johnson
Mark Astrup

FORM E-30X- -50M---7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1965

SUBJECT: N. Russell St.-S.E. Oak St. Unit
Eastbank Freeway Section
Roadside Improvement
Project I-5-6(45)302 #6333

To: Mr. F. D. Morgan
Construction Engineer
BUILDING

The conduct of the subject job by Ernest Ferrante & Co. was not satisfactory. His bid ($91,030.90) was approximately $8000 below the second low bidder. He claims to have lost money on the job. In my opinion his bid was too low to do a satisfactory workmanlike job at a fair profit.

Mr. Ferrante is of Italian extraction and communication with him proved to be difficult. This was accentuated after his sons left the job.

The major difficulties proved to be an unsatisfactory lawn, the lack of sufficient work to obtain the objectives of the 90-day period of plant establishment and the delay in replacement of rejected plants.

The contractor claims he included no allowance for establishment work in his bid as it was not a bid item. This probably explains part of his reluctance to perform work required by the specifications. It is not a valid reason. The plant establishment period terminated September 25, 1964. Inspection made on that date disclosed numerous deficiencies. These were not completed until the work ending March 27, 1965.

The lawn was never adjudged satisfactory and Mr. Ferrante refused to do additional work necessary to bring it to an acceptable condition. Finally, in the last week of April 1965, Mr. Ferrante signed a Price Agreement crediting the State $165.00, the Maintenance Department's estimated cost of mowing, fertilizing and spraying lawn weeds.

Similar delays were experienced in obtaining replacement of rejected plants. The contract called for replacements to be made as early as possible in the fall 1964 planting season. Resident Engineer Ban called Mr. Ferrante on October 9 and 20, and wrote him on December 8, 1964 urging him to start replacement planting immediately. Although at each

contact he promised to begin, replacement planting was not completed until the last week in March 1965.

Plant losses on this project were high due in part to improper planting, subsequent lack of care and to poor supervision of workmen by the contractor. Plant materials in the main were of excellent quality, but numerous brooms and junipers were killed by fertilizer thrown on the branches.

The dilatory tactics employed by the contractor resulted in an over-run of almost $3000 in engineering costs on this project. This would not have occurred if he had had a proper organization, adequate supervision and understanding of his responsibilities as specified in the contract. I do not believe he is competent to complete satisfactorily a contract of this size and diversity, irrespective of his ability to pro-qualify financially. If he can be barred on the basis of inefficiency and lack of understanding, I would so recommend.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: A. E. Johnson

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 9, 1965

In reply refer to 08-35-DA/420.2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engr.

SUBJECT: Prequalified contractors

We note in your June 1965 listing of prequalified contractors that Ernest Ferrante & Company is included as an acceptable contractor to bid on State landscape projects.

In view of the considerable problem that Mr. Ferrante's organization gave the State Highway Department during the course of construction of the N. Russell Street - SE. Oak Street landscape project (I-5-6(45)302) we question whether a review of his qualifications has been made at this time. State maintenance forces were required to take over some of his work in order to place the project in acceptable conditions. A sum was deducted from his estimate in order to compensate State forces for this work.

We would appreciate your review of this bidder's prequalification.

RETURNED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER
Your comments please

RECEIVED
JUL 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

Copies to Morgan
Young
7-15-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 19 1965

FORM CO-12 UNITED STATES GOVERNMENT
(10-163)
(Prescribed by A.O. 206-10)

FOR Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 19, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(45)302
N. Russell-S.E. Oak St.
Pacific Highway
State Force Order No. 4

Reference is made to your letter dated May 14, 1965 (signed by L. H. Young) concerning subject order.

We are approving the use of State forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor will not perform the work in accordance with specification requirements and the State has estimated the cost of work and deducted this cost from the estimate.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Federal-aid reimbursement will be limited to the exact cost of the order, $165. A signed copy of the order is returned herewith.

Attach.

RECEIVED
MAY 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Young
w/attachment
copy & mailed
5-24-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—55f

STATE COPY

APPROVED
Contingent upon modification of project [illegible] to conform to [illegible]
Date MAY 7 1965
[illegible] Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Eastbank Freeway N. Russell St.-S.E. Oak St. Unit Date April 30, 19 65

Highway Pacific Contract No. 6333 F. A. Project No. I-5-6(45)302

County Multnomah Prefix 626-1006 Account No. 279

Description of Work To Be Done:

Spray, fertilize and mow lawn areas.

Location by Station Numbers:

Throughout the project.

Estimate of Quantities and Costs:

Labor	$ 100.00
Materials	35.00
Equipment	30.00
Total	$ 165.00

Explanation: Work to be done by State Forces in accordance with Price Agreement No. 4. Work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$107,191.01
Present estimate of project cost, including $ 165.00 for work under this order	$109,613.93
Expected ~~under-run~~ over-run (amount)	$ 2,422.92
Expected ~~under-run~~ over-run (per cent)	2.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

NAME OF JOB: N. Russell St. - S.E. Oak St. Unit	SECTION: N. Russell St. - S.E. Oak St. Eastbank Freeway	WEEK ENDING: May 14, 1965
		SECTION PREFIX: 626-1006
	HIGHWAY: Pacific	COUNTY: ~~XXX~~ Multnomah
	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Ernest Ferrante	CONTRACT NUMBER: 6333	FEDERAL AID PROJECT NUMBER: I-5-6(45)302
DATE OF CONTRACT: August 29, 1963	DATE WORK STARTED: December 9, 1963	ESTIMATED COMPLETION DATE: May 10, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS 100	WORK DAYS USED 100
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $107,191.01	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING $99,568.34	ENGINEERING AUTHORIZATION $7,622.47	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $92,564.74	ENGINEERING COST TO DATE $9,986.74	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN 7.0 %	PERCENT OF AUTHORIZATION 131.0 %	DATE PROJECT WAS COMPLETED: May 10, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

Pipe ~~CLEARING~~	Valves	Planting	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
~~XXXXX~~ 100	~~XXXXXX~~ 100	~~XXXXXX~~ 100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	-	00	0	
MONDAY	Fair	0	0	
TUESDAY	Fair	0	0	
WEDNESDAY	Fair	0	0	
THURSDAY	Fair	0	0	
FRIDAY	Fair	0	0	
SATURDAY	-	-	-	

RECEIVED
MAY 17 1965
CCE

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. Russell St. - S.E. Oak St. Eastbank Freeway		WEEK ENDING: May 14, 1965
HIGHWAY: Pacific		SECTION PREFIX: 626-1006
NAME OF JOB: N. Russell St. - S.E. Oak St. Unit	KIND OF WORK: Roadside Improvement	COUNTY: ~~XXX~~ Multnomah
CONTRACTOR: Ernest Ferrante	CONTRACT NUMBER: 6333	FEDERAL AID PROJECT NUMBER: I-5-6(45)302
DATE OF CONTRACT: August 29, 1963	DATE WORK STARTED: December 9, 1963	ESTIMATED COMPLETION DATE: May 10, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 100	WORK DAYS USED: 100
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $107,191.01	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $99,568.34	ENGINEERING AUTHORIZATION: $7,622.47	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $92,564.74	ENGINEERING COST TO DATE: $9,986.74	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT ~~XXXXXX~~ UNDERRUN: 7.0 %	PERCENT OF AUTHORIZATION: 131.0 %	DATE PROJECT WAS COMPLETED: May 10, 1965

Pipe ~~XXXXX~~ 100 CLEARING | Valves ~~XXXXXX~~ 100 | Planting ~~XXXXXX~~ 100 ESTIMATED PERCENT COMPLETE (ROADWORK)

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY: 0					
HOURS PER SHIFT: 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	-	00	0	
MONDAY	Fair	0	0	
TUESDAY	Fair	0	0	
WEDNESDAY	Fair	0	0	
THURSDAY	Fair	0	0	
FRIDAY	Fair	0	0	
SATURDAY	-	-	-	

NOTED

MAY 17 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	NO WORK ON THIS PROJECT THIS WEEK..
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This project is completed. Working on the semi final and hope to get it completed this month.

Last weekly report on this project.

Routing: Constr. Eng'r
Div. Eng'r
BPR
Landscape
Shuler
Files

SIGNED James Don — LOCATION Portland

James Don

PRIME RESIDENT STAFF 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
MAY 17 1965
FOR FILING

May 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 279 covering the spraying fertilizing and mowing of lawn areas on the N. Russell St-S.E. Oak St. Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6333 in connection with Federal-Aid Project No. I-5-6(15)302.

This work was deleted from the contractor's estimate under Price Agreement 4. State Forces will do the work necessary in preparation for acceptance of the of the contract.

The estimated cost of the work is $165.00 with Federal participation $148.50.

This work was recommended for approval by the BPR Area Engineer May 7, 1965. Federal participation will be limited to the amount of the order. Your approval of the order as of that date, with the limited Federal participation under PPM 21-6.3 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:cr

Enc.

RECEIVED
FORM E-123X REV. 2-64
MAY - 1965
FILED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-6(4)3

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 29, 1965

RECEIVED
MAY 3 1965
TOM McCALL
SECRETARY OF STATE

Union Construction Company
6716 N. E. Ainsworth Street
Portland 11, Oregon

Attention: C. B. Holmes

Gentlemen:

This will acknowledge receipt of your claim letter of April 20 stating that Ernest Ferrante owes you a balance of $176.30 for top soil furnished on the N. Russell to S. E. Oak Street section of the East Bank Freeway job.

This appears to be in reference to the Ernest Ferrante Contract No. 6333 for roadside improvement on the N. Russell-S. E. Oak Street Unit-East Bank Freeway Section of the Pacific Highway in Multnomah County. The surety on this project is the United Pacific Insurance Company, through Mansfield & Company, 1975 S. W. Fifth Avenue, Portland. We will advise them of the receipt of your letter and we will also send your claim letter to the Secretary of State for filing. This action will protect your claim under the bond.

Please let us know when your claim has been paid so that we can clear ourrecords.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

C:H:jf
cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Mansfield & Company
1975 S. W. Fifth Avenue
Portland 1, Oregon

The Hon. Tom McCall
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

Ernest Ferrante
3908 S. E. Bybee
Portland, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD
J. F.

(P. S. Please acknowledge receipt of this claim on the enclosed copy of this letter.)

NOTED
C. W. HEAD

File 4121
FILED
MAY 3 1965
TOM McCALL
SECRETARY OF STATE

TOP SOIL SAND AND GRAVEL BASEMENT AND PIPE LINE EXCAVATIN BULLDOZING GRADING

UNION CONSTRUCTION COMPANY

6216 N. E. AINSWORTH ST.
PORTLAND 11, OREGON

At 7-8052

April 20, 1965.

State Highway Commission,
Att; Floyd A. Query, Sec.,
Room 132 State Building,
Salem, Oregon,

contract #6533

Gentlemen:

Mr. Guery we hauled the top soil for Mr. Ferrante on the East Bank freeway Job, which was from N. Russell to S. E. Oak. Ernest Ferrante & co. had a 15% withholding fee of $352.63. He paid on August 8, 1964 $176.33. Now he refuses to finish the job, and he refuses to pay the balance of $176.30.

A copy of last statement sent Mr. Ferrante inclosed. Any help you may give, will be greatly appreciated

Union Construction Co,,

C. B. Holmes

C. B. Holmes.

RECEIVED
APR 21 1965
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

STATEMENT

Telephone ATlantic 7-8052

6216 N.E. Ainsworth

UNION CONSTRUCTION CO.

TOP SOIL EXCAVATING LANDSCAPE ROCK
BULLDOZING TRUCKING

Portland, Oregon Dec. 1 1954

Ernest Ferrante & Co.,

6908 S. E. Bybee Blvd.

Terms: Cash:

	LAST BAND FROM AMOUNT	
15	Balance due	176.30

Ernest, something has to be done, about this bill.
Let me know what youu plan to do.

C. B. Holmes.

RECEIVED
JAN 8 - 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 4 - 1965
TOM McCALL
SECRETARY OF STATE

December 31, 1964

Schmidt Bros. Nursery
Route 2, Box 170
Troutdale, Oregon

Gentlemen:

This will acknowledge your letter of December 22 stating that Mr. Ferrante owes you a balance of $10,022.94 for shrubs furnished in the planting of a section of the Minnesota Freeway.

From the description given it appears that the contract to which you refer is our Contract No. 6333, awarded to Ernest Ferrante, for roadside improvement on the N. Russell Street-S. E. Oak Street Unit-Eastbank Freeway Section of the Pacific Highway in Multnomah County.

The surety on this project is the United Pacific Insurance Company through Mansfield and Company, 1975 S. W. Fifth Avenue, Portland. We will advise them that your letter has been received and we will also send your letter to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Claim File No. 4104

FILED
JAN 4 1965
TOM McCALL
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: United Pacific Insurance Co.
415 S. W. 10th Avenue
Portland 5, Oregon

Ernest Ferrante
3908 S. E. Bybee
Portland, Oregon

RECEIVED
JAN 4 - 1965
TOM McCALL
SECRETARY OF STATE

Mansfield & Company
1975 S. W. Fifth Avenue
Portland 1, Oregon

Mr. Jackson
Mr. Simpson

NOTED ON CARD

Hon. Howell Appling, Jr.
(P. S. Please acknowledge receipt of this claim ~~on the enclosed~~ copy of this letter.)

RECEIVED
JAN - 7 1965
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

S. B.

Phone MOhawk 5-2350

DAN P. SCHMIDT, Owner

184th & SANDY BOULEVARD • ROUTE 2—BOX 170 • TROUTDALE, OREGON

December 22, 1964

State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

This is to inform you that Mr. Ferrante still owes us a balance of $10,022.94 for shrubs we furnished in the planting of that section of the Minnesota Freeway planted by Ernest Ferrante & Co. Contract #6333

No attempt has been made on their part to plant the replacements required and we are quite concerned.

Very truly yours,

SCHMIDT BROS. NURSERY

Dan Schmidt

DPS/hb

RECEIVED
DEC 28 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 20 1964

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 19, 1964

The North-West Insurance Co.
430 Pacific Building
Portland, Oregon

Attention: Mr. George M. Donaugh
Claims Department

Re: Our File: CA0-64-260
Your File: 61-50621
Your Assured: Raymond K. Hansen
Accident: 9/15/64

Gentlemen:

We acknowledge receipt of your letter of November 12, 1964, and wish to advise you that on the date of the accident the sprinklers and landscaping project were under our Contract No. 6333 to Ernest Ferrante at 3908 S.E. Bybee, Portland, Oregon.

Until such time as the contract has been fully performed and accepted by the state the property in question normally belongs to the contractor.

If you should have any other questions, please feel free to contact this office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
C. A. ALLISON
Staff Attorney

CAA:jw
cc: Floyd Query

RECEIVED
FLOYD QUERY

RECEIVED
JUN 5 - 1964
FOR FILING

Form A-108—Std

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date APR 1 1964 By
Title U.S. Bureau of Public Roads

Order No. 2

Project Name N. Russell St.-S.E. Oak St. Unit, Eastbank Freeway Date April 23, 1964

Highway Pacific Contract No. 6333 F. A. Project No. I-5-6(45)302

County Multnomah Prefix 626-1006 Account No. 279

Description of Work To Be Done:

City of Portland Water Bureau for water usage during the life of the contract.

Approved in P.S.E. 7ES

Location by Station Numbers:

Throughout the project.

Estimate of Quantities and Costs:

Five (5) months at flat rate on 11 meters @ $55.70 per mo.	$278.50
Five (5) months of water @ $110.00 per mo.	550.00
Total	$828.50

Explanation: Set up an account for payment of irrigation water till taken over by Maintenance crews. Special provisions states the water to be paid by State. Water to be furnished by the City of Portland.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$107,191.01	
Present estimate of project cost, including $828.50 for work under this order	$108,183.95	
Expected ~~under-run~~ over-run (amount)	$992.94	
Expected ~~under-run~~ over-run (per cent)	0.9%	

Submitted by: /s/ James Don, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /a/ A. V. Benedict, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Original To Young
6-5-64

RECEIVED
JAN 21 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1964

To: Mr. F. B. Klaboe
Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

SUBJECT: Locked Gate for Maintenance
N. Russell St.-S.E. Oak St. Section
East Bank Freeway
Contract No. 6333

Attached is a print of our letter to the Bureau of Public Roads requesting a locked gate at Station F-1 356 on this project. This gate has been approved by the Bureau of Public Roads, and you may proceed with the installation under Extra Work Order No. 2 as previously submitted.

F. D. Morgan
Construction Engineer

By J. F. Putnam

J. F. Putnam
Assistant Construction Engineer

CHB:fp
Attach.
cc Lloyd Shaw
L. H. Young
J. F. Hagemann

NOTED
LLOYD P. SHAW

FORM E-1.27

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 26, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Installation of Gate
N. Russell St.-S.E. Oak St. Section
East Bank Freeway
Project No. I-5-6(45)302

Dear Sir:

Attached are two prints of Sheet 6 of Project I-5-6(38)302 on which are shown the irrigation system and valves in the vicinity of Station F_1 356. In order to gain access to these valves, it is necessary that a gate be installed in the chain link fence at this location. The non-installation of this gate on the project was purely an oversight on our part.

It is proposed that the gate be installed at State expense, without Bureau of Public Roads participation, under Extra Work Order No. 2 on this project. We consider that the omission of the gate on the original plans was an engineering error and therefore do not expect Federal participation.

Your approval of this installation is requested. The existing fence and proposed gate are not on the access control line at this point. This 4-foot gate is to be used only by State maintenance crews in connection with their maintenance work on this section of the freeway and is to be kept locked at all times except when it is actually being used by State forces.

Very truly yours,

F. D. Morgan
Construction Engineer

By _____
J. F. Putnam
Assistant Construction Engineer

APPROVED DATE 12-30-63
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By _____ Title _____

Enc.

12/31/63

CONSTRUCTION DIVISION
RECEIVED
JAN 2 1964

T. 1N., R.
SECTIO

Reinf. Conc. Panel at Bridge End
See Dwg. 2070 & Sheet 2D

Continuously Reinf. Conc. Pvmt.
See Dwg. 2070-A
For Special Terminal Details,
See Sheet 2 D

'L' 347+25
Inst. 6" Perf. Metal Dr. Pipe-44'
Special Backfill-10 C.Y.
Dr. Exc. 11 C.Y.

'L' 347+68.37 P.O.T.

'L' 340+09 P.O.T.
'P' 68+57.00 P.A.T.

N.

O N. TILLAMOOK ST.

'P' 71+05.51

Const. 6' Chain Link Fence

Inst. 4' Gate

Const. Guard Rail - 25'
For Details, See Sheet 2-A

Const 6' Chain Link Fence

Inst. 4' Gate

'L' 340+85.68 P.O.T. (32.6 Lt.)
'F' 340+85.68 P.O.T.

Const. P.C.C. Surfacing Thkn. 4"
Const. Type "C" Conc. Island

345+80 +93 End P.C.C. Pavt.

Extg. Ret. Wall

Extg. Retaining Wall

S 31°50'33" E

6" Perf.

NORTH BOUND

S 28°50'33" E

SOUTH BOUND

S 24°00'33" E (W.P.)

Const. Type "C" Conc. Island

Const. 6' Chain Link Fence

Inst. 4' Gate

Curb 348+61.62 P.C. -10 Lt.
'E' 348+81.62 P.O.T.

Reinf. Conc. Panel at Bridge End
See Dwg. No. 2070

'L' 344+30.18 P.O.T. (28.2 Rt.) =
'E' 344+30.18 P.O.T.

Sta. 344+70

Sta. 344+90

N. TILLAMOOK ST.

N. GANTENBEIN AVE.

Sta. 346+90

Sta. 348+16

Reinf. Conc. Pavement
5-40' Panels
(North & South)

4 Terminal Anchors
(North & South Bound)

For Terminal Details, See Dwg. No. 2070-A

Reinf. Conc. Panel at Bridge End

Continuously Reinf. Conc. Pvmt.
(North & South Bound)

Portland Cement Concrete Pavement, Shown Thus

		Shown Thus
Inst 1½" Electrical Conduit	145' Total	1½" (C)
Inst. 2" Galv. Water Pipe	82' "	2" (W.P.)
Inst 2½" Galv. Water Pipe	68' "	2½" (W.P.)

7V-286

I N., R. I E., W.M.
SECTION 27

N. SHAVER ST. MORRISON BR. INTER. UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	I-5-6(38)302		

"L" 348+03.09 P.O.T.
"P" 68+57.00 P.O.T.
"F1" 349+87
Remove Exist'g. 12" Sew. P.-64'
Inst. 8" C.S.P.-14 Ga.-64'
Inst. 6" Perf. Metal Dr. Pipe-55'
Special Backfill-4 C.Y.
Dr. Exc. 9 C.Y.
"F1" 352+37.61 P.O.I.
"L" 353+93.13 P.O.I.
"V" 10+00.00
"F1" 354+91.94 P.S.
"F1" 140' Sp. S=9°48' a=10.0
"F1" 356+31.94 P.S.C.
"F1" 14° C.R. Ta=33°38'23" Ts=194.25'
"L" 356+25.21 P.S.
"L" 356+75.21 P.O.T. (POINT)
"L" 356+79.29 P.S.
"V" 13+14.51
N. VANCOUVER AVE.
N. HANCOCK ST.
IRRIGATION SYSTEM (WITH VALVES)
N. WILLIAMS AVE.
PROPOSED GATE
Const. 6' Chain Link Fence
250' Lt.
Const Guard Rail - 250' Rt
For Details, See Sheet 2-A
Const P.C.C. Surfacing Thkn. 4"
"F1" LINE
End Paving
Const. 6' Chain Link Fence
Const Guard Rail 475'
Const Asph. Conc. Top Dia. Mdn. Type "I"
Ext'g. Conc. Ret. Wall
Const P.C.C. Surfacing
Const Type "C" Conc. Curb
Const Metal Median Barrier
"L" LINE
"L" LINE
FLINT AVE.
"E" LINE
"p" 65+83.51
Const. Type "C" Conc Curb
Plug
Const. Guard Rail-112.5'
Ext'g Conc Curb
Rem Ext'g. 8" C.M.P.-100'
Ur. Exc. 2 C.Y.
"E1" LINE
Const 6' Chain Link Fence
Remove Ext'g. "DE" Detour
Const. 6' Chain Link Fence
"L" 357+00
Inst. 6" Perf. Metal Dr. Pipe-162'
Spec. Backfill 11 C.Y.
Dr. Exc. 112 C.Y.
"L" LINE
Island
10° C L Δ-8°57'56" T-44.92' L-89.66
10° C R Δ-8°57'56" T-44.92' L-89.66
Curb 348+81.42 P.C.-10 Lt.
"E" 348+81.42 P.O.T.
Curb 349+71.08 P.C.C.
"E" 350+16.09 P.O.T.
Curb 350+60.74 P.T.-15' Lt.
"E" 350+80.00 P.O.T.
N. HANCOCK ST.
"E" 351+59.79 P.S.
"E1" 351+61.21 P.S.
"E" 351+61.21 P.O.S.T.
"E" 353+59.29 P.S.C.
"E" 355+61.21 P.S.C.
"L" 350+15
Inst. 8" Perf. Metal Dr Pipe-50'
Special Backfill 4 C.Y.
Dr. Exc. 4 C.Y.
"E" 200' Sp. S=3°30' a=1.75
"E1" 400' Sp. S=10°00' a=5.0
"E" 353+00
Remove Ext'g. Inlet
Plug Pipe
"L" 353+15
Inst. 6" Perf. Metal Dr Pipe-115'
Spec. Backfill 8 C.Y.
Dr. Exc. 9 C.Y.
"E" 350+25
Const. 2 Type CG-1 Inlets
"E" 3°30' C.R. Ta=17°20' Ts=252.95' Tsi=346.26'
"E1" 20° C.R. Ta=7°04'53" Ts=251.67' Tsi=419.75'
E1 357+46.62 P.T.
E1 358+73.83 P.O.T.
S 53°04'20" W
"L" 356+62.97 P.O.T. "E1" 356+62.97 P.S.C. (16.2' Rt.)
"L" 356+75.21 P.S.
"L" LINE
Pvmt.
d)
own Thus
Rev.

RECEIVED
DEC 20 1963
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 16, 1963

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

Attention: Mr. H. K. Anderson

Gentlemen:

RE: Furnish and Install Water Meters
N. Russell St.-S.E. Oak St. Unit
East Bank Freeway Section
Pacific Highway - Multnomah County
Project No. I-5-6(45)302
Contract No. 6333

Your estimate for the adjustment of your above-titled facilities on this project, as submitted with your letter of November 4, 1963, has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of December 5, 1963.

Please contact Mr. E. E. Johnston, District Maintenance Superintendent, 5821 N. E. Glisan Street, Portland, 97213, phone 235-1266, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to December 5, 1963 will be made subject to the provisions of PPM ~~30-4~~ 21-6.3 and all supplements thereto upon receipt of your statement. Please be sure to include the beginning and completion dates of your work in the statement.

Very truly yours,

NOTED
LLOYD P. SHAW

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc A. W. Parsons
Lloyd Shaw
L. H. Young
C. H. Maison
F. B. Klaboe
James Don
E. E. Johnston
Jack Hesla

DEC 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 11 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

I-5-6(45)302

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 5, 1963

Original signed by
G. R. Brooks
Dist. Engineer

By: G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-EC

Oregon Project I-5-6(45)302
N. Russell St.-S.E. Oak St. Section
City of Portland
Utility Installation

Our memorandum dated August 5, 1963 approved the P. S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility installation work included in the project estimate.

We now approve the plans and estimate furnished with Mr. Young's letter dated December 3, 1963, for furnishing and installing water meters.

You now are authorized to proceed with actual work on the above-mentioned utility adjustments effective on this date which is the first and only estimate so authorized to proceed. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 21-6.3 and supplements thereto.

NOTED
LLOYD P. SHAW

original to Young
with attach.
12-11-63

RECEIVED
DEC 4 - 1963
FOR FILING

December 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 230 covering water meters on the N. Russell St.-S. E. Oak St. Unit, Eastbank Freeway (Roadside Improvement) Section of the Pacific Highway in Multnomah County, Contract No. 6333 in connection with Federal-Aid Project No. I-5-6(45)302.

It is necessary to furnish and install water meters as specified in the plans for this contract. The work is to be done by the City of Portland Water Bureau.

The total amount of the order is $4,283.54 with Federal participation of $3,855.19.

Your approval of the order as of November 26, 1963, under the provisions of PPM 21-6.3 with reimbursement to be made as per the attached estimate.

This work was verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Summary
2-A	Plant List
2-B	Jute Mesh Details
3	Asphalt Concrete Paving
4-5	" " " & Jute Mesh
6-12 Incl	Planting Plans
13	Planting Plan & Walk Detail
6A,6B,7A,8A,9A,11A,12A,13A	Irrigation Plans

Drg. Nos. 1891-1896 Incl. - Illumination Plans (Informational)

RECEIVED
AUG 23 1963
ENGINEER
COUNTY & CITY DIVISION

STATE OF O

STATE HIGHWAY

PLANS FOR PROPOSE

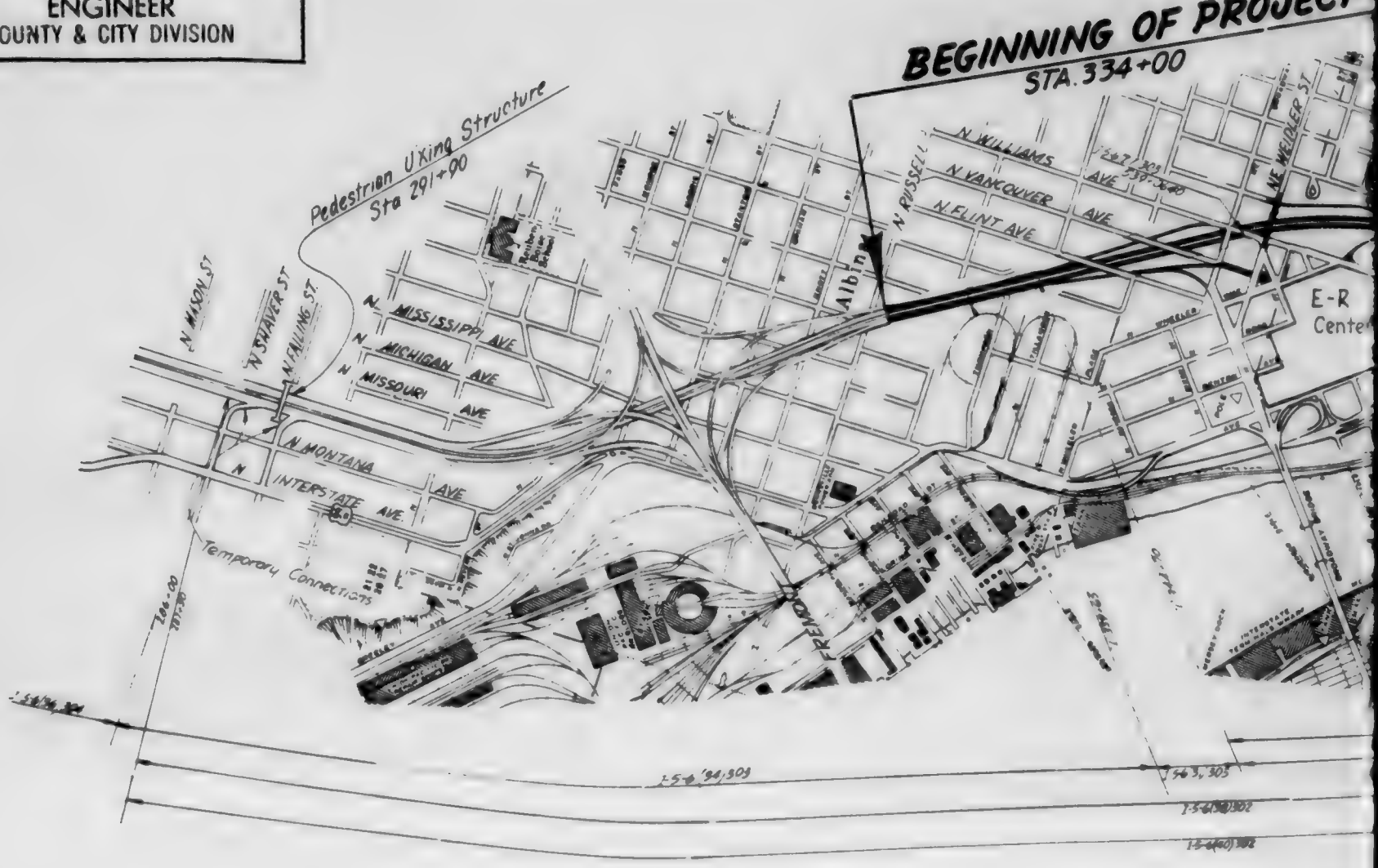
ROADSIDE IMPR

N. RUSSELL ST.-S.E.
EAST BANK FREEW

PACIFIC HIG

MULTNOMAH C

AUGUST 27, 19



SKETCH MAP

Scale 0 400 800 Ft.

8V-5

N. RUSSELL ST.–SE. OAK ST. UNIT EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-6(45)302		See Index

OF OREGON

AY DEPARTMENT

ROPOSED PROJECT

IMPROVEMENT

S.E. OAK ST. UNIT

EEWAY SECTION

HIGHWAY

AH COUNTY

27, 1963



OJECT I-5-6(45)302



APPROVED

AUG 21 1963

By _____
City Engineer
Reg. Prof. Engr. 1397

_____
LANDSCAPE ENGINEER

_____
DEP. STATE HIGHWAY ENGINEER

APPROVED 8-21 19 63

By _____
CHIEF, BUREAU OF DESIGN

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Kenneth N. Fridley Commissioner
David B. Simpson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

_____ _____
DIVISION ENGINEER DATE

AD

800 Ft.

RECEIVED
OCT 29 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I 5-6(4) 202

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 18, 1963

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

RE: N. Russell St.-S. E. Oak St. Unit
Eastbank Freeway Section
Pacific Highway
Prefix: 626-1006
Contract: 6333

Gentlemen:

This is to inform you that a contract has been awarded to Ernest Ferrante to construct roadside improvement (landscaping) on the Eastbank Freeway Section of the Pacific Highway between N. Russell Street and S. E. Oak Street.

The work will require approximately 2,100 cubic yards of topsoil, 28,370 linear feet water pipe (plastic or steel), 540 linear feet steel water pipe, 234 valves, 12 vacuum breakers, 1,036 sprinkler heads, 5 controllers, 13,000 sq. yds. jute netting, 350 trees, 9,600 shrubs, 41,070 ground covers, 720 state-furn shrubs, 2.2 acres lawn, 480 lbs. grass seed, 17,400 commercial fertilizer, 1,500 cubic yards manure and 410 units mulch materials.

Mr. James Don will be our Resident Engineer on the project. His telephone number is 235-8911, extension 35. His home telephone number is BE4-8749. Any questions arising during the progress of this work should be directed to him.

NOTED
R. L. PORTER

Very truly yours,

F. B. Klaboe
Metropolitan Engineer

By: Jack M. Cartwright
Jack M. Cartwright
Metropolitan Office Engineer

cc Mr. R. L. Porter
Mr. A. E. Johnson
Mr. E. E. Johnston
Mr. James Don

RECEIVED
OCT 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:sb

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FOR FILING

6333

October 4, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the N. Russell St.-S.E. Oak St. Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6333 in connection with Federal-Aid Project No. I-5-6(45)302.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H

L. H. Young
Office Engineer

CT:bb
Enc.

RECEIVED
OCT 3 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSMISSION NO.
FOR FILING

PROJECT REPORT NO.
I-5-6(45)302

FORM R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-1-63

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(45)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Russell St. to Oak St. (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	2.525
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 101,979.00	$ 93,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

RECEIVED
OCT 3 1963

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING

PROJECT REPORT NO.
5

FORM R-2 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-1-63

STATE
Oregon

COUNTY
Multnomah

PROJECT NO.
I-5-6(45)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 N. Russell St. to Oak St. (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	1.525
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 101,979.00	$ 93,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Slater

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid
Project No. I-5-6(45)302

NORTH RUSSELL STREET-S.E. OAK STREET SECTION
OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 10, 1963

Type Code X005
Roadside Improvement (Sta. 334+00 to Sta. 413+50) (Contract 6333)

Furnishing and Placing Topsoil	2,200	cu.yds.	$ 1.75	$ 3,850.00
1/2-inch Water Pipe	1,200	lin.ft.	0.38	456.00
3/4-inch Water Pipe	7,200	lin.ft.	0.46	3,312.00
1-inch Water Pipe	4,300	lin.ft.	0.65	2,795.00
1¼-inch Water Pipe	2,600	lin.ft.	0.96	2,496.00
1½-inch Water Pipe	2,300	lin.ft.	1.18	2,714.00
2-inch Water Pipe	3,400	lin.ft.	1.24	4,216.00
2½-inch Water Pipe	1,300	lin.ft.	1.85	2,405.00
3-inch Water Pipe	500	lin.ft.	2.10	1,050.00
1-inch Gate Valves	1	only	9.00	9.00
1½-inch Automatic Control Valves	3	only	33.50	100.50
2-inch Automatic Control Valves	7	only	42.50	297.50
1½-inch Section Control Valves	2	only	13.60	27.20
2-inch Section Control Valves	10	only	24.60	246.00
3/4-inch Quick-Coupling Hose Valves	220	only	3.95	869.00
1/2-inch Manual Drain Valves	40	only	5.00	200.00
1½-inch Vacuum Breakers	3	only	20.00	60.00
2-inch Vacuum Breakers	9	only	25.00	225.00
Pop-up Sprinkler Heads, Nonrevolving	96	only	4.20	403.20
Pop-up Rotary Sprinkler Heads	42	only	18.00	756.00
Shrubbery Sprinkler Heads	260	only	0.75	195.00
5-Section Automatic Sprinkler Controller	2	only	1,100.00	2,200.00
Control Valve Markers	2	only	37.50	75.00
3/4-inch Galvanized Steel Pipe (Conduit)	70	lin.ft.	1.50	105.00
Jute Netting	13,000	sq.yds.	0.42	5,460.00
Furnishing and Planting Trees	350	only	9.95	3,482.50
Furnishing and Planting Shrubs	9,600	only	2.95	28,320.00
Furnishing and Planting Bearberry	3,200	only	0.45	1,440.00
Furnishing and Planting English Ivy	37,000	only	0.15	5,550.00
Furnishing and Planting Salal	870	only	1.25	1,087.50
Planting Kobury Azaleas	720	only	1.50	1,080.00
Lawn Construction	2.20	acres	1,100.00	2,420.00
Grass Seed, Creeping Red Fescue	480	lbs.	0.70	336.00
Organic Fertilizer, 5-3-2	100	cwt.	5.00	500.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(45)302

Inorganic Fertilizer, 10-16-6	74 cwt.	$ 5.00	$ 370.00
Manure Fertilizer	1,500 cu.yds.	35.00	5,250.00
Mulch Material	410 units	10.00	4,100.00
			$ 88,458.40
Water Meters	All Required		$ 4,150.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
			4,250.00
	Subtotal		$ 92,708.40
	10% Engr. & Cont.		9,270.60
	Total		$101,979.00

Length of Project . . . . . 1.525 Miles

Federal Funds	$ 93,000.00
State Funds	8,979.00
	$101,979.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1933;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-6(45)302

NORTH RUSSELL STREET—S.E. OAK STREET SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon August 15, 1963

Type Code X005
Roadside Improvement (Sta. 334+00 to Sta. 413+50)

Furnishing and Placing Topsoil	2,200	cu.yds.	$ 3.00	$ 6,600.00
3/4"-0 Material in Foundation Course	70	cu.yds.	7.00	490.00
Class "C" Asphaltic Concrete	105	tons	20.00	2,100.00
1/2-inch Water Pipe	1,200	lin.ft.	0.42	504.00
3/4-inch Water Pipe	7,200	lin.ft.	0.46	3,312.00
1-inch Water Pipe	4,300	lin.ft.	0.54	2,322.00
1¼-inch Water Pipe	2,600	lin.ft.	0.62	1,612.00
1½-inch Water Pipe	2,300	lin.ft.	0.70	1,610.00
2-inch Water Pipe	3,400	lin.ft.	0.92	3,128.00
2½-inch Water Pipe	1,300	lin.ft.	1.26	1,638.00
3-inch Water Pipe	500	lin.ft.	2.50	1,250.00
1-inch Gate Valve	1	only	10.00	10.00
1½-inch Automatic Control Valves	3	only	36.00	108.00
2-inch Automatic Control Valves	7	only	42.00	294.00
1½-inch Section Control Valves	2	only	25.00	50.00
2-inch Section Control Valves	10	only	30.00	300.00
3/4-inch Quick-Coupling Hose Valves	220	only	8.00	1,760.00
1/2-inch Manual Drain Valves	40	only	9.00	360.00
1½-inch Vacuum Breakers	3	only	25.00	75.00
2-inch Vacuum Breakers	9	only	30.00	270.00
Pop-up Sprinkler Heads, Nonrevolving	96	only	6.00	576.00
Pop-up Rotary Sprinkler Heads	42	only	35.00	1,470.00
Shrubbery Sprinkler Heads	260	only	2.75	715.00
5-Section Automatic Sprinkler Controller	2	only	580.00	1,160.00
Control Valve Markers	2	only	4.00	8.00
3/4-inch Galvanized Steel Pipe (Conduit)	70	lin.ft.	1.50	105.00
Jute Netting	13,000	sq.yds.	0.50	6,500.00
Furnishing and Planting Trees	350	only	8.00	2,800.00
Furnishing and Planting Shrubs	9,600	only	4.00	38,400.00
Furnishing and Planting Bearberry	3,200	only	0.47	1,504.00
Furnishing and Planting English Ivy	37,000	only	0.37	13,690.00
Furnishing and Planting Salal	870	only	1.25	1,087.50
Planting Exbury Azaleas	720	only	2.00	1,440.00
Lawn Construction	2.20	acres	1,300.00	2,860.00
Grass Seed, Creeping Red Fescue	480	lbs.	0.60	288.00
Organic Fertilizer, 5-3-2	100	cwt.	5.50	550.00
Inorganic Fertilizer, 10-16-8	74	cwt.	5.50	407.00

Manure Fertilizer	1,500 cu.yds.	$ 6.00	$ 9,000.00
Mulch Material	410 units	15.00	6,150.00
			$116,903.50
Water Meters	All Required		$ 4,150.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 4,250.00
	Subtotal		$120,753.50
	10% Engr. & Cont.		12,074.50
	Total		$132,828.00

Length of Project . . . . . 1.525 miles

Federal Funds	$122,000.00
State Funds	10,828.00
	$132,828.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(45)302

NORTH RUSSELL STREET-S.E. OAK STREET SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon July 30, 1963

Type Code Y005
Roadside Improvement (Sta. 334+00 to Sta. 413+50)

Furnishing and Placing Topsoil	2,200	cu.yds.	$ 3.00	$ 6,600.00
3/4"-0 Material in Foundation Course	70	cu.yds.	7.00	490.00
Class "C" Asphaltic Concrete	300	tons	20.00	6,000.00
1/2-inch Water Pipe	5,000	lin.ft.	0.42	2,100.00
3/4-inch Water Pipe	6,420	lin.ft.	0.46	2,953.20
1-inch Water Pipe	4,480	lin.ft.	0.54	2,419.20
1¼-inch Water Pipe	3,760	lin.ft.	0.62	2,331.20
1½-inch Water Pipe	2,750	lin.ft.	0.70	1,925.00
2-inch Water Pipe	3,800	lin.ft.	0.92	3,496.00
2½-inch Water Pipe	1,660	lin.ft.	1.26	2,091.60
3-inch Water Pipe	500	lin.ft.	2.50	1,250.00
1-inch Gate Valves	3	only	10.00	30.00
1¼-inch Automatic Control Valves	1	only	30.00	30.00
1½-inch Automatic Control Valves	9	only	36.00	324.00
2-inch Automatic Control Valves	41	only	42.00	1,722.00
3/4-inch Quick-Coupling Hose Valves	120	only	8.00	960.00
1/2-inch Manual Drain Valves	60	only	9.00	540.00
1¼-inch Vacuum Breakers	2	only	25.00	50.00
2-inch Vacuum Breakers	10	only	30.00	300.00
Pop-up Sprinkler Heads, Nonrevolving	96	only	6.00	576.00
Pop-up Rotary Sprinkler Heads	40	only	35.00	1,400.00
Shrubbery Sprinkler Heads	900	only	2.75	2,475.00
9-Section Automatic Sprinkler Controller	2	only	670.00	1,340.00
10-Section Automatic Sprinkler Controller	1	only	710.00	710.00
11-Section Automatic Sprinkler Controller	1	only	750.00	750.00
12-Section Automatic Sprinkler Controller	1	only	785.00	785.00
Control Valve Markers	51	only	4.00	204.00
3/4-inch Galvanized Steel Pipe (Conduit)	400	lin.ft.	1.50	600.00
1-inch Galvanized Steel Pipe (Conduit)	140	lin.ft.	2.50	350.00
Jute Netting	13,000	sq.yds.	0.50	6,500.00
Furnishing and Planting Trees	350	only	8.00	2,800.00

Furnishing and Planting Shrubs	9,600 only	$ 4.00	$ 38,400.00
Furnishing and Planting Bearberry	3,200 only	0.47	1,504.00
Furnishing and Planting English Ivy	37,000 only	0.37	13,690.00
Furnishing and Planting Salal	870 only	1.25	1,087.50
Planting Exbury Azaleas	720 only	2.00	1,440.00
Lawn Construction	2.20 acres	1,300.00	2,860.00
Grass Seed, Creeping Red Fescue	480 lbs.	0.60	288.00
Organic Fertilizer, 5-3-2	100 cwt.	5.50	550.00
Inorganic Fertilizer, 10-16-8	74 cwt.	5.50	407.00
Manure Fertilizer	1,500 cu.yds.	6.00	9,000.00
Mulch Material	410 units	15.00	6,150.00
			$129,478.70
Water Meters	All Req.		$ 4,150.00
Flagging (57½$ of Contractor's Cost)	All Req.		100.00
			$ 4,250.00
		Subtotal	$133,728.70
		10% Engr. & Cont.	13,372.30
		Total	$147,101.00

Length of Project . . . . . 1.525 miles

Federal Funds	$135,000.00
State Funds	12,101.00
	$147,101.00

RECEIVED
SEP 12 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1963

SUBJECT: Paving of Esplanade Footpath
N. Russell St.-S.E. Oak Street Section
Roadside Improvement
Eastbank Freeway

To: Mr. L. P. Shaw
Assistant State Highway Engineer

BUILDING

105 tons of Class "C" asphaltic concrete were set up for paving of Esplanade Footpath on Roadside Improvement project. 190 tons (participating item) set up for paving behind curbs on existing Shaver-Morrison Section. This is not a duplication of work.

In recent discussion with the field it was learned that paving of the Esplanade Footpath would be difficult to accomplish under the existing contract, that the logical time for this path paving to be done would be on the Roadside Improvement contract.

It is recommended that the 105 tons of Class "C" be left in the Roadside Improvement contract as a non-participating item. Under agreement with the City of Portland dated August 16, 1960, the City will pay $20,000.00 as a share of the landscape work. The cost of the A.C. footpath could come from this money.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: F. B. Klaboe
Mark Astrup

NOTED
LLOYD P. SHAW

RECEIVED
SEP 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

P.S. A. W. Parsons' Memo of August 21 and Astrup's handwritten note returned herewith.

Copies To Young
9-11-63

FORM CD-121 (9-18-58)
(PRES. BY A.O. 306-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engr. DATE: August 21, 1963
Salem, Oregon

By: G. R. Brooks

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(45)302
N. Russell St. - S.E. Oak St. Unit
East Bank Freeway Section
Roadside Improvements

1963

Reference is made to our P.S. & E. approval memorandum dated August 5, 1963 and to your Revision Letter No. 1 to Prospective Bidders, dated August 16, 1963; both relative to subject project.

Your revision letter has adequately clarified your plans and specifications for this project work and approval as revised is hereby given.

We do wish to make some comments relative to the revisions. The esplanade walk is a non-participating item per our determination made a matter of record during 1959. Our anticipation was that all asphaltic concrete paving would be done under the existing paving contract for the Shaver-Morrison Section. Therefore the estimated 105 ton of class "C" asphaltic concrete and 3/4"-0 material in foundation course, which remain in this contract, will not be participating items.

Also in our discussion of August 8th with Mr. Astrup in his office, it was not our intent to suggest prohibition of plastic pipe. Rather our point was to use a designated "class" of rigid PVC pipe instead of "Schedule 40" pipe. We believe plastic pipe, for that portion of an irrigation system where there is no extreme water pressures or surges, has definite advantages and should be allowed. It is without question that plastic pipe is the thriftiest of all piping materials for this purpose. Being non-metallic, it will not rust. It is the fastest to install, reducing the high cost of labor, and also yields greater flow capacities for comparable inside dimensions over steel pipe.

We realize it is probably too late to work this into the specifications but perhaps you may want to make this change through a price agreement after contract is awarded. We will not approve subsequent irrigation projects which do not permit use of plastic pipe unless there are adequately supported reasons to the contrary.

NOTED
LLOYD P. SHAW

To: Shaun

Re: Brooks Comments on N. Russell St. - SE Oak St. Roadside Improvement Project.

We have known for some time that the Bureau would not participate in the paving of the Esplanade walk. This item was left in this contract at the request of Res. Engr. Malby, but all over paving behind curbs was added to the current paving contract.

To obtain the maximum advantages of plastic pipe, it would have been necessary to re-design the system. This could not be done and get the project on the Aug. 27th letting — a must if the major work + bank protection was to be completed this fall. In addition we were not certain that plastic pipe would withstand the pull necessary to insert & withdraw quick coupling valves. The specification also calls for galv. pipe on all "live" lines. Therefore, to simplify the contract and as G.I.P. was mandatory for live lines it was determined to restrict the 'specs' to G.I.P. in this instance.

MH&D

26 Aug.

FORM E-12

RECEIVED
AUG 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 29, 1963

Mr. Ernest Ferrante
3938 S. E. Bybee Blvd.
Portland 33, Oregon

Dear Mr. Ferrante:

The State Highway Commission on August 29, 1963 awarded to you State Highway Contract No. 6348 for the following project:

Roadside improvement on N. Russell St.-S. E. Oak St. Unit, Eastbank Freeway Section of Pacific Highway in Multnomah County.

This award was based on your low bid of $91,038.98 which was submitted to the Commission on August 27, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. G. Savage (SE AC)
Mark Astrup

RECEIVED
SEP 6 1963
FOR FILING

6333

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr. August 29, 1963
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-6(45)302
N. Russell St.-S.E. Oak St. Unit
East Bank Freeway Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6333 to Ernest Ferrante of Portland, Oregon, low bidder in the amount of $91,030.90 at the August 27, 1963 bid opening.

NOTED
LLOYD P. SHAW

original To Young
9-5-63

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 21, 1963

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project I-5-6(43)302
N. Russell St. - S.E. Oak St. Unit
East Bank Freeway Section
Roadside Improvement

Reference is made to [illegible] F.S. & E. approval memorandum dated August 5, 1963 and to [illegible] Revision Letter No. 1 to Prospective Bidders, dated August [illegible], 1963; both relative to subject project.

Your revision letter [illegible] adequately clarified your plans and specifications for [illegible] and approval as revised is hereby given.

We do wish to make some comments relative to the revisions. The esplanade walk is a [illegible]-participating item per our determination made a matter of record during 1959. Our anticipation was that all asphaltic concrete paving would be done under the existing paving contract for the Beaver-Morrison Section. Therefore the estimated 105 ton of class "C" asphaltic concrete and 3/4"-0 material in foundation course, which remain in this contract, will not be participating items.

NOTED
LLOYD P. SHAW

Also in our discussion of August 8th with Mr. Astrup in his office, it was not our intent to suggest prohibition of plastic pipe. Rather our point was to use a designated "class" of rigid PVC pipe instead of "Schedule 40" pipe. We believe plastic pipe, for that portion of an irrigation system where there is no extreme water pressures or stages, has definite advantages and should be allowed. It is without question that plastic pipe is the thriftiest of all piping materials for this purpose. Being non-metallic, it will not rust. It is the fastest to install, reducing the high cost of labor, and also yields greater flow capacities for comparable inside dimensions over steel pipe.

We realize it is probably too late to work this into the specifications but perhaps you may want to make this change through a price agreement after contract is awarded. We will not approve subsequent irrigation projects which do not permit use of plastic pipe unless there are adequately supported reasons to the contrary.

original To Decker
8-23-63

RECEIVED
AUG 13 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 5, 1963

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Project I-5-6(45)302
N. Russell St.-S.E. Oak St. Unit
East Bank Freeway Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved pending the following clarification of your specifications:

(1) The establishment period should not be allowed during the fall period.

(2) Shoulder paving behind the curb should be accomplished under the existing contract. (Shaver-Morrison Paving)

(3) Automatic sprinkling system participation will be limited to the following conditions:

Lawn Areas - Manual underground sprinkler systems are recommended. Automatic sprinkler system may be permitted in areas large enough to justify such a system.

Ground Cover Areas - Sprinkler system permitted if made a minor portion and extension of the lawn sprinkler system.

Manual underground sprinkler system permitted if area in question has a maintenance access restriction. Otherwise - buried line with quick coupling valves is recommended.

Shrubs & Trees Areas - Buried water lines with quick coupling valves.

You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, the project is now available for contractor's occupancy and use, and relocation advisory assistance was available as indicated in Mr. Wright's July 26, 1963 letter.

NOTED
LLOYD P. SHAW

original to Young
with attach.
cc Gifford 8-13-63

I-5-6(46) Flint & Vancouver Ave. 1963
303 U'Xings, Eastbank Freeway in
#6334 Portland (Slope Pav.)

RECEIVED
MAR 12 1964
FOR FILING

March 10, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On March 5, 1964, we wrote to you concerning release of final payment on contract #6334, awarded to B & M Const. Co., for concrete slab riprap on the Flint and Vancouver Undercrossings of the East Bank Freeway Section of Pacific Highway in Multnomah County.

Final payment on this contract is $1,483.50 and the total contract amount is $16,174.50. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: B & M Const. Co.,
P. O. Box 7156
Portland 19, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 4 - 1964
FOR FILING

6334

March 3, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed December 6, 1963, on Contract No. 6334. The contract was with B and M Construction Company for slope paving on Flint and Vancouver Undercrossings on the East Bank Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 3, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
DEC 26 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. HADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6334

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 13, 1963

Mr. A. W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 6, 1963, on Contract No. 6334, Flint & Vancouver U'Xings,(Concrete Slab Riprap), Section, in Multnomah County, in connection with Federal-Aid Project No. I-5-6(46)303.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Ivan D. Merchant
Bridge Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 12, 1963

Conditions noted on above date:
Poor mortar in several areas should be replaced.

A. W. Parsons
Division Engineer

cc: H. S. Cox

by B. A. Brooks
Acting Div Engr

STATE COPY

RECEIVED
OCT 29 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
Portland 13

October 18, 1963

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

RE: Flint & Vancouver Avenue
Eastbank Freeway Section
Pacific Highway
Prefix: 626-1007
Contract: 6334

Gentlemen:

This is to inform you that a contract has been awarded to B & M Construction, Incorporated to construct slope paving beneath the Pacific Highway Undercrossing structures at N. Flint Avenue and N. Vancouver Avenue.

Mr. John Howard will be our Resident Bridge Engineer on the project. His telephone number is 235-8911, extension 33. His home telephone number is GA3-5277. Any questions arising during the progress of this work should be directed to him.

Very truly yours,

F. B. Klabee
Metropolitan Engineer

NOTED
R. L. PORTER

Jack M. Cartwright

By: Jack M. Cartwright
Metropolitan Office Engineer

JMC:sb

cc Mr. R. L. Porter
Mr. A. E. Johnson
Mr. E. E. Johnston
Mr. John Howard

RECEIVED
OCT 21 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2 - 1963

Form Approved; Budget Bureau No. 41-R2089

CONTROL TRANSACTION NO.
FOR FILING 24

FORM [illegible]-2 (REV. [illegible]-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

STATE: Oregon

COUNTY: Multnomah

PROJECT NO.: I-5-6(46)303

PROJECT REPORT NO.: 5

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Flint Ave. & Vancouver Ave. Strs.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-5-63	0.000
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 22,550.00	$ 20,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd I. Stacy

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer October 1, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Attachment for Federal-aid Project Agreement - PR-2
According to Instructional Memorandum 20-1-63
Dated July 18, 1963

"Nondiscrimination in Employment The State Highway Department hereby agrees that it will incorporate or cause to be incorporated into any construction contract for construction work paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program, including a grant, contract, loan, insurance or guarantee, the provisions prescribed for Government contracts by section 301 of Executive Order 10925 as amended. The State Highway Department further agrees that it will assist and cooperate actively with the Bureau of Public Roads and The President's Committee on Equal Employment Opportunity in obtaining the compliance of contractors and subcontractors with said contract provisions and with the rules, regulations and relevant orders of the Committee, will obtain and furnish to the Bureau of Public Roads and the Committee such information as they may require for the supervision of such compliance, will enforce the obligations of contractors and subcontractors under such provisions, rules, regulations and orders, will carry our sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the Bureau of Public Roads and will refrain from entering into any contract subject to this order or extension or other modification of such a contract with a contractor debarred from Government contracts under Part III, Subpart D of Executive Order 10925. The State Highway Department also agrees that in the event it fails and refuses to comply with its undertakings, the Bureau of Public Roads may cancel, terminate or suspend in whole or in part this agreement, may refrain from extending any further assistance under any of its programs subject to this order until satisfactory assurance of future compliance has been received from such State Highway Department or may refer the case to the Department of Justice for appropriate legal proceedings."

Oregon State Highway Department

Federal Aid
Project No. I-5-6(46)303

FLINT AVE. VANCOUVER AVENUE STRUCTURES

(SLOUGH PAVING) ON THE PACIFIC HIGHWAY

IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 16, 1963

Type Code X005
Slope Paving (Sta. 348+83.00 and Sta. 353+03.13) (Contract 6334)

Preparation of Slopes	2,500 sq.yds.	$1.70	$ 4,250.00
Concrete Slab Riprap	2,500 sq. yds.	6.20	16,250.00
	Subtotal		$20,500.00
	10% Engr. & Cont.		2,050.00
	Total		$22,550.00

Length of Project . . . . . 0.000 Mile

Federal Funds	$20,700.00
State Funds	1,850.00
	$22,550.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(46)303

FLINT AND VANCOUVER AVENUE STRUCTURES (SLOPE PAVING)

ON THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 30, 1963

Type Code X005
Slope Paving (Sta. 348+83.09 and Sta. 353+93.13)

Preparation of Slopes	2,500 sq.yds.	$1.00	$ 2,500.00
Concrete Slab Riprap	2,500 sq.yds.	7.00	17,500.00
	Subtotal		$20,000.00
	10% Engr. & Cont.		2,000.00
	Total		$22,000.00

Length of Project- - - - - - - - - - - - - - - - 0.000 Miles

Federal Funds- -	$20,000.00
State Funds- -	2,000.00
	$22,000.00

RECEIVED
SEP 2 4 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 23, 1963

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Flint & Vancouver U'Xings
Concrete Slab Riprap
Contract No. 6334
F. A. P. No. I-5-6(46)303

Dear Sir:

B & M Construction Company started work on the above project on September 11, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:vt

cc: C. H. Maison
L. H. Young
D. B. Parker
Floyd Query
B. P. R.

NOTED
FLOYD QUERY

RECEIVED
SEP 6 1963

FOR FILING

6334

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 29, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-0 Salem, Oregon

Oregon Project I-5-6(46)303
Flint and Vancouver Ave. Undercrossings
East Bank Freeway Section
Slope Paving

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6334 to B & H Const. Inc. of Portland, Oregon, low bidder in the amount of $20,500.00 at the August 27, 1963 bid opening.

NOTED
LLOYD P. SHAW

original To Young
9-5-63

FORM H-123

RECEIVED
AUG 30 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 29, 1963

B & M Construction, Inc.
P. O. Box 7156
Portland 19, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963, awarded to you State Highway Contract No. 6334 for the following project:

Slope paving on Flint and Vancouver Avenue Undercrossings, East Bank Freeway in Multnomah County

This award was based on your low bid of $20,500.00 which was submitted to the Commission on August 27, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
R. C. Young
R. C. Savage (SIAC)

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet & Summary

Drg No's
18932, 18933, B-26

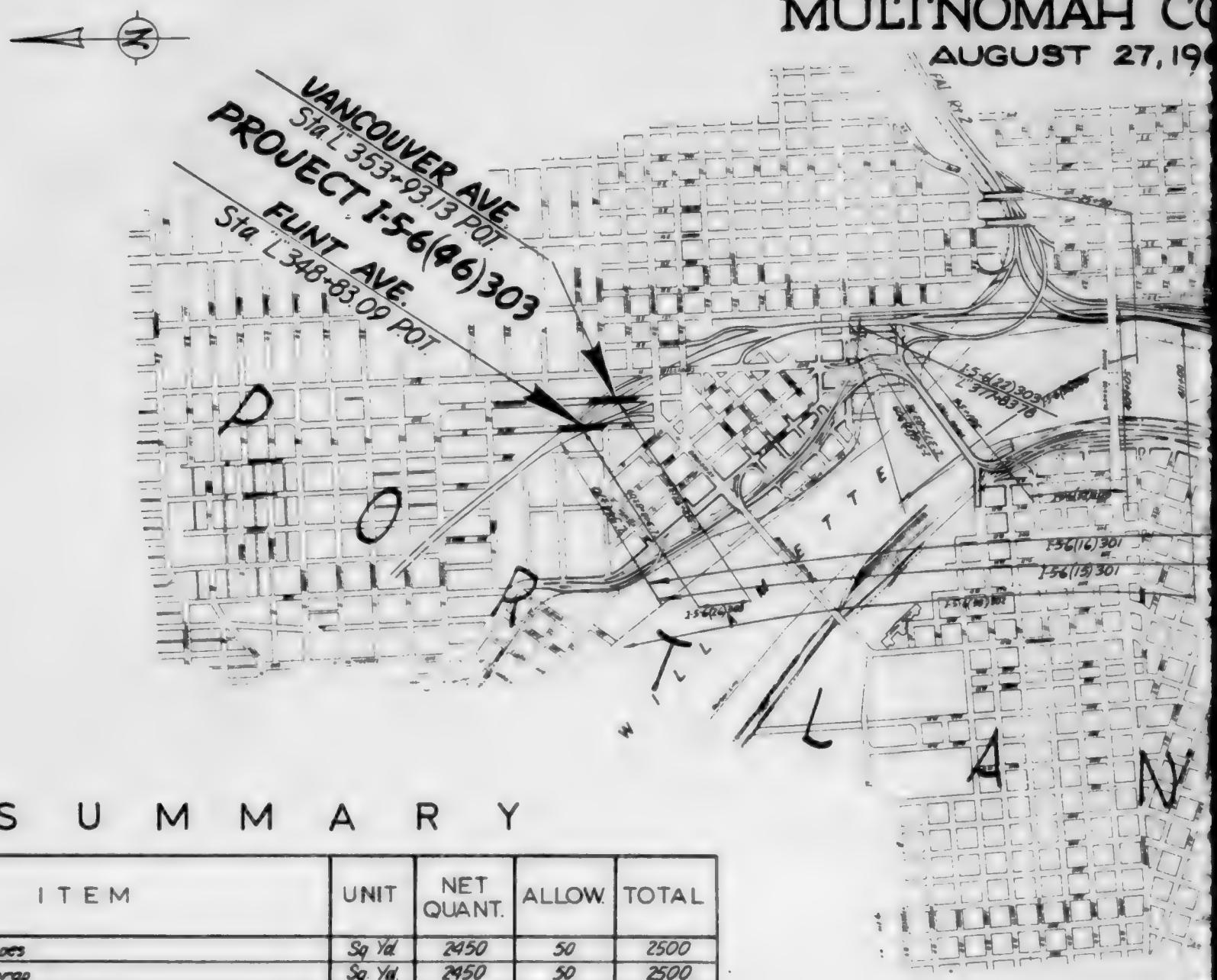
RECEIVED
AUG 23 1963
ENGINEER
COUNTY & CITY DIVISION

STATE OF OR
STATE HIGHWAY D

PLANS FOR PROPOSE
CONCRETE SLAB

FLINT & VANC
EAST BANK FREEW
PACIFIC HIG
MULTNOMAH C

AUGUST 27, 19



S U M M A R Y

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
Preparation of Slopes	Sq Yd	2450	50	2500
Concrete Slab Riprap	Sq Yd	2450	50	2500

Sketch Map

FLINT & VANCOUVER EAST BANK FREEWAY SECTION PACIFIC HIGHWAY MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5(46)303		See Index

OK for sewers

OF OREGON
WAY DEPARTMENT

OPOSED PROJECT
SLAB RIPRAP
ANCOUVER
REEWAY SECTION
HIGHWAY
AH COUNTY
ST 27, 1963



N D

APPROVED

AUG 21 1963

By _____
City Engineer
Reg. Prof. Engr. 1397

Sketch Map

Feet
0 1000

APPROVED 8-21 1963

By _____
CHIEF, BUREAU OF DESIGN

REGISTERED PROFESSIONAL ENGINEER — OREGON — RUDOLPH L. PUBICH

_____
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Kenneth N. Fridley Commissioner
David B. Simpson Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED:

_____ _____
DIVISION ENGINEER DATE

RECEIVED
AUG 13 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

August 5, 1963

By:
G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
08-35.2-DA Salem, Oregon

Oregon Project I-5-6(46)303
Flint and Vancouver Avenue Structures, East Bank Freeway Section
Concrete slab riprap

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired as indicated in Mr. Wright's June 30, 1961 letter which was submitted in connection with the construction of the structures under which the slope paving is to be performed.

NOTED
LLOYD P. SHAW

original To Young
with attach.
cc Gifford 8-13-63

15-1618 Medford Traffic Signals at Barnett Rd. & Riverside Ave., Pacific Hwy. 1963

#6335

RECEIVED
APR 29 1964
FOR FILING

April 29, 1964

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

On March 12, 1964, we wrote to you concerning release of final payment on contract #6335, awarded to Madsen & Stokes Electrical Contractors, for traffic signals on the Barnett Road at Riverside Avenue on Pacific Highway in Jackson County.

Final payment on this contract is $1,132.94 and the total contract amount is $14,466.90, including $28.38 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jk

cc: Glens Falls Insurance Co.,
Fred L. York Insurance
1200 High Street
Eugene, Oregon

cc: Madsen & Stokes Electrical Contractors
526 SE Lane
Roseburg, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
MAR 19 1964
FOR FILING

March 10, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed February 27, 1964 on Contract No. 6335. The contract was with Madsen and Stokes - Electrical Contractors for the installation of a traffic signal at Barnett Road and Riverside Avenue on Pacific Highway U.S. 99 in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project.

This matter will appear on the agenda for the Highway Commission meeting on March 12.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan D. Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
OCT 30 1963

FOR FILING
12-1-63
6335

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1963

To: Mr. D. B. Parkes
Office Engineering Divn.

B U I L D I N G

SUBJECT: Traffic Signal Installation
Barnett Road and Riverside Avenue
Jackson County
Contract No. 6335

Madson & Stokes, Electrical Contractors, started work on Contract 6335, Barnett Road and Riverside Avenue traffic signals on the Pacific Highway in Jackson County on October 21, 1963.

Ivan D. Merchant
Bridge Engineer

CAG:vt

cc: Floyd Query

TED
UERY

September 23, 1963

Lord Bros. Contractors, Inc.
9233 N. Calvert Avenue
Portland 17, Oregon

Gentlemen:

The State Highway Commission on August 19, 1963, accepted your proposal for construction of Grand Avenue Overcrossing on the Pacific Highway in Multnomah County for the sum of $469,809.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6336.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
NOV 1 4 1963
FOR FILING

September 16, 1963

AGENDA
OCT 10 1963
30-1-2

Madson and Stokes
P. O. Box 280
Roseburg, Oregon

Gentlemen:

The State Highway Commission on August 29, 1963, accepted your proposal for installation of Medford Traffic Signals at Barnett Road and Riverside Avenue on the Pacific Highway in Jackson County for the sum of $14,126.40 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6335.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn

cc Pacific Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 28 1963
FOR FILING

3-mw

July 25, 1963

Mr. Robert A. Duff
City Manager of Medford
City Hall
Medford, Oregon

Attention: Mr. V rnon Thorpe
Public Works Director

Dear Sir:

The State Highway Commission at its meeting on July 18 approved installation of a traffic signal at the intersection of Riverside Avenue (Rogue Valley Highway) and Barnett Road, at an estimated cost of $16,000.

The installation was approved with the understanding that the City of Medford will pay one-half the cost of installation and provide all future maintenance and power needs.

An agreement is being prepared and will be sent to you in the near future for approval.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall

RECEIVED
JUL 16 1963
FOR FILING

July 15, 1963

Oregon State Highway Commission

Gentlemen:

The City of Medford is constructing an extension of Barnett Road from Riverside Avenue (Rogue Valley Highway) to the westerly part of the city. To the east of the Rogue Valley Highway, Barnett Road forms a connection to the Pacific Freeway.

Because of these changes, it has become necessary to install a traffic signal at this intersection. Such a signal is estimated to cost $16,000. The City has agreed to pay one-half of the original cost and care for future maintenance and power consumption. Your approval of this installation is recommended.

This matter will be on the agenda at the July 18 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

VPJ:pk bbc

RECEIVED
MAY 13 1963
FOR FILING

15-1[illegible]

6.32

May 13, 1963

1047
1270

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

This will acknowledge receipt of your letter of April 30, suggesting that we add a provision in the specifications for the traffic signal installation at the intersection of Riverside Avenue and Barnett Road requiring the contractor to coordinate his work with the Paving Contract on the Barnett Road Extension.

This provision will be included in the specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler
G. L. Clark

VPJ:pk jw

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

April 30, 1963

Mr. Tom Edwards
Assist. Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We are calling for bids to be opened on May 9th for the extension of Barnett Road west of Riverside Avenue. We have included a paragraph in our specifications requesting the contractor on this project to co-ordinate his work with the contractor on the proposed traffic signal installation at Riverside Avenue and Barnett Road.

We would appreciate your considering a provision in your specifications for the traffic signal installation requiring the contractor on that project to co-ordinate work on the signal project with the paving contractor on the Barnett Road Extension.

There should be very little conflict of activities except for some conduit work and erection of poles at the intersection, but unless provisions are made for co-ordination, some contractors do not go out of their way very far in working with other contractors.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:ms

RECEIVED
MAY 2 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2 1963
TRAFFIC ENGINEERING

RECEIVED
MAY - 2 1963
OREGON
STATE HIGHWAY COMMISSION

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

February 7, 1963

Mr. Tom Edwards
Assistant State Highway
Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Edwards:

The proposal mentioned in your letter of January 10, 1963 regarding the installation of traffic signals at the intersection of Riverside Avenue and Barnett Road in Medford does meet with the approval of the City of Medford.

We understand that there is some question regarding the city's action on this project. We had assumed that our letter of December 19th indicated the city's willingness to enter into an agreement for this project; however, please accept this letter regarding the City of Medford's approval of the proposal in your January 10th letter and that funds have been allocated for the city's share of the cost of this installation.

Very truly yours,

Robert A. Duff
City Manager

By Vernon Thorpe
Vernon Thorpe
Public Works Director

VT:ms

Crawford Bldg

RECEIVED
FEB 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 18 1963
FOR FILING
15-1614
L-25

January 17, 1963

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

The matter of four-laning Barnett Road between the freeway and US99 in the southerly part of Medford has been under discussion since the early days of the freeway design. It was last brought to light by your October memorandum detailing a call to your office by Chet Hubbard and Paul Hynning concerning this apparent bottleneck.

Continuous study has been under way. I attach traffic charts which show that the increase on Barnett Road has been only 400 vehicles per day since the opening of the freeway. There has been an increase of 3,400 cars on Stewart Avenue, this being the easier of the connections from the freeway to US99 south. A change in the pattern might occur if Barnett Road were made a cross-town street and separated at the Southern Pacific Railroad as anticipated in the long-range plan. This would seem to be a city matter.

Currently, we are offering to install traffic lights at the intersection of US99 and Barnett Road on the standard 50-50 State-City participation, with the City assuming cost of maintenance. We believe its answer will be favorable. There will be a definite change in the traffic pattern on Stewart Avenue when Interstate 5 is opened to and through Ashland. Traffic should drop.

It would appear that there is no justification for four-laning Barnett Road at the present time.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

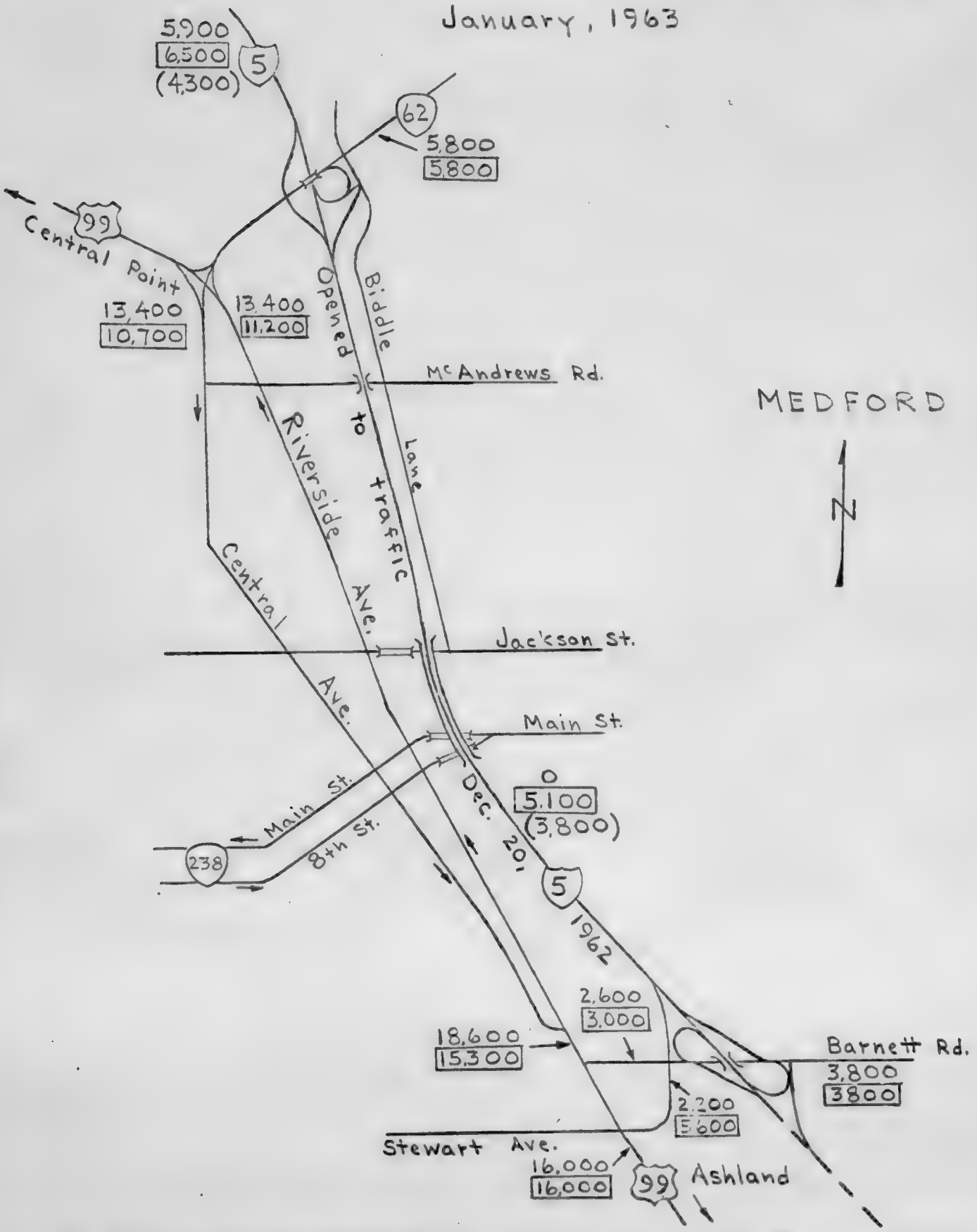
TE:jw bbc

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

COMPARISON OF VEHICULAR TRAFFIC
CRATER LAKE HIGHWAY – BARNETT ROAD SECTION
BEFORE AND AFTER CONSTRUCTION OF PACIFIC FREEWAY I 5

000 1962 ADT Before Construction
[000] 1962 ADT After Construction
(000) 1958 ADT Estimated Prior to Construction

January, 1963



RECEIVED
JAN 14 1963
FOR FILING
15-1617
0.25

Salem, Oregon
January 11, 1963

Mr. Forrest Cooper

In accordance with the attached file, I have discussed with you personally the Barnett Road situation. In this discussion it was agreed that insufficient traffic existed at this time for four-laning.

We have currently made a proposal to the City, offering to install traffic lights at the intersection of US99 and Barnett. We await their reply, but assume that it will be affirmative. The only concern at the moment is whether the signal shall be a single pre-timed signal or a sophisticated, activated signal integrated with the signal at Barnett Road.

Tom Edwards
Assistant State Highway Engineer

TE:jw

Attachment

cc R. L. Porter

RECEIVED
JAN 14 1963
FOR FILING

January 10, 1963

Mr. Vernon Thorpe
Public Works Director
City Hall
Medford, Oregon

Dear Mr. Thorpe:

This will acknowledge receipt of your letter of December 19, to Mr. L. R. Chandler, Division Engineer, concerning the installation of traffic signals at the intersection of Riverside Avenue and Barnett Road in Medford.

It is believed that traffic signals should be installed at this intersection. Because of the left-turn movements, the signals should be three-phase and, because of the location, it is believed that fully-actuated signals should be used. Such an installation is estimated to cost $12,000.

If this meets with your approval and if the City of Medford will pay one-half the cost of the installation and care for future maintenance and power consumption, I will be happy to present the matter to the Highway Commission for its consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler
G. L. Clark

VPJ:pk jw

FORM E-30 50M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
January 8, 1963

SUBJECT: Request for Traffic Signals
Riverside Ave. at Barnett Road
Medford

To:
Tom Edwards
Ass't. Highway Engineer
O F F I C E

There is attached correspondence on the above subject. Also attached are traffic data and a suggested draft of a letter to the City.

At the present time, this is a three-way intersection with a painted refuge for the north to east left turn. We counted this intersection in 1961, with results as shown on the attached summary. It will be noted that the only conflicting traffic of consequence was the 1073-vehicle north to east left turn. With the opening of the Pacific Freeway to the Barnett Road Interchange, this left turn has probably increased by reason of northbound drivers in the southerly part of Medford using this route to the freeway. At the same time, northbound traffic on Riverside has decreased by some 2,000 vehicles by reason of bypass traffic.

When the freeway is opened to Ashland and Barnett Road is extended to the west, we will have a condition with 2,000 vehicles making the left turn and an additional 3,700 vehicles making direct conflicting movements. At that time signals will definitely be warranted.

Glen Clark has stated that Vern Thorpe is thinking in terms of a pretimed signal at this point tied in with the existing fully-actuated signal at Stewart Avenue some 1,200 feet to the south. Such an installation would have two advantages; the cost would be on the order of $6,000 rather than $12,000 and a theoretical progression could be maintained. However, because of the 2,000-vehicle left turn, three-phase movement is required with a resultant minimum 70-second cycle. This would provide a progressive speed of 22.5 MPH in this section which has a designated speed of 35 MPH. In addition, we would lose the advantage of overlapping the north to south thru movement with the north to east left turn and the generally greater flexibility and efficiency of actuated signals.

In summary, it is recommended that three-phase, fully-actuated signals be installed, at an estimated cost of $12,000. It is believed that the installation should be scheduled so that it will be completed at the same time that the extension of Barnett Road is completed.

Val Johnson
Traffic Control Engineer

VPJ:pk
Attachments

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE 1962 ADT

DAY OF WEEK

ACTUAL COUNT (VEH.) ____ HRS.

HOURS COUNTED

PEDESTRIAN COUNT ____ HRS.

HOURS COUNTED

WEATHER

CITY OF Medford

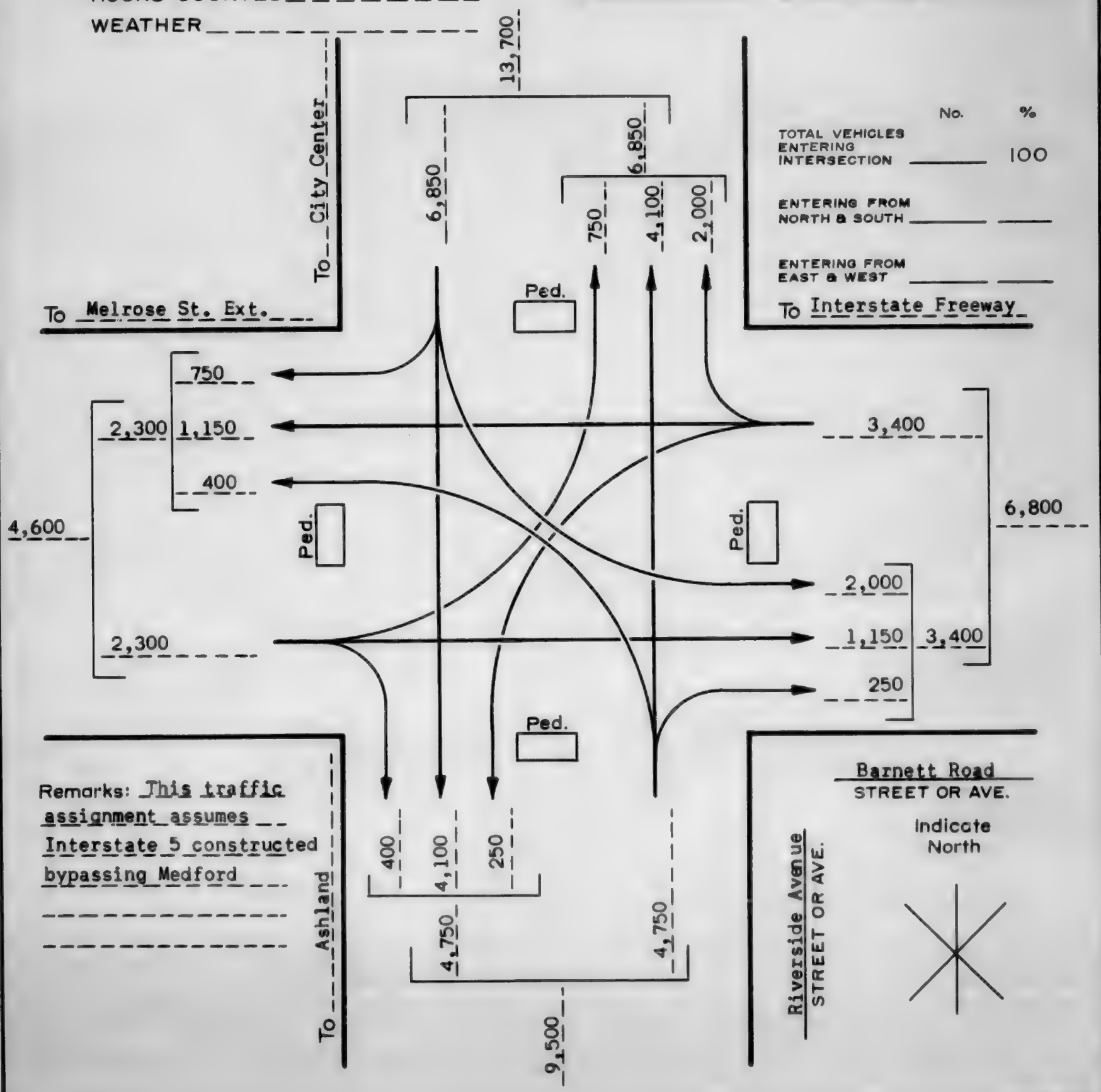
INTERSECTION OF Riverside, Barnett, Melrose

AND Street Extension

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION		100
ENTERING FROM NORTH & SOUTH		
ENTERING FROM EAST & WEST		

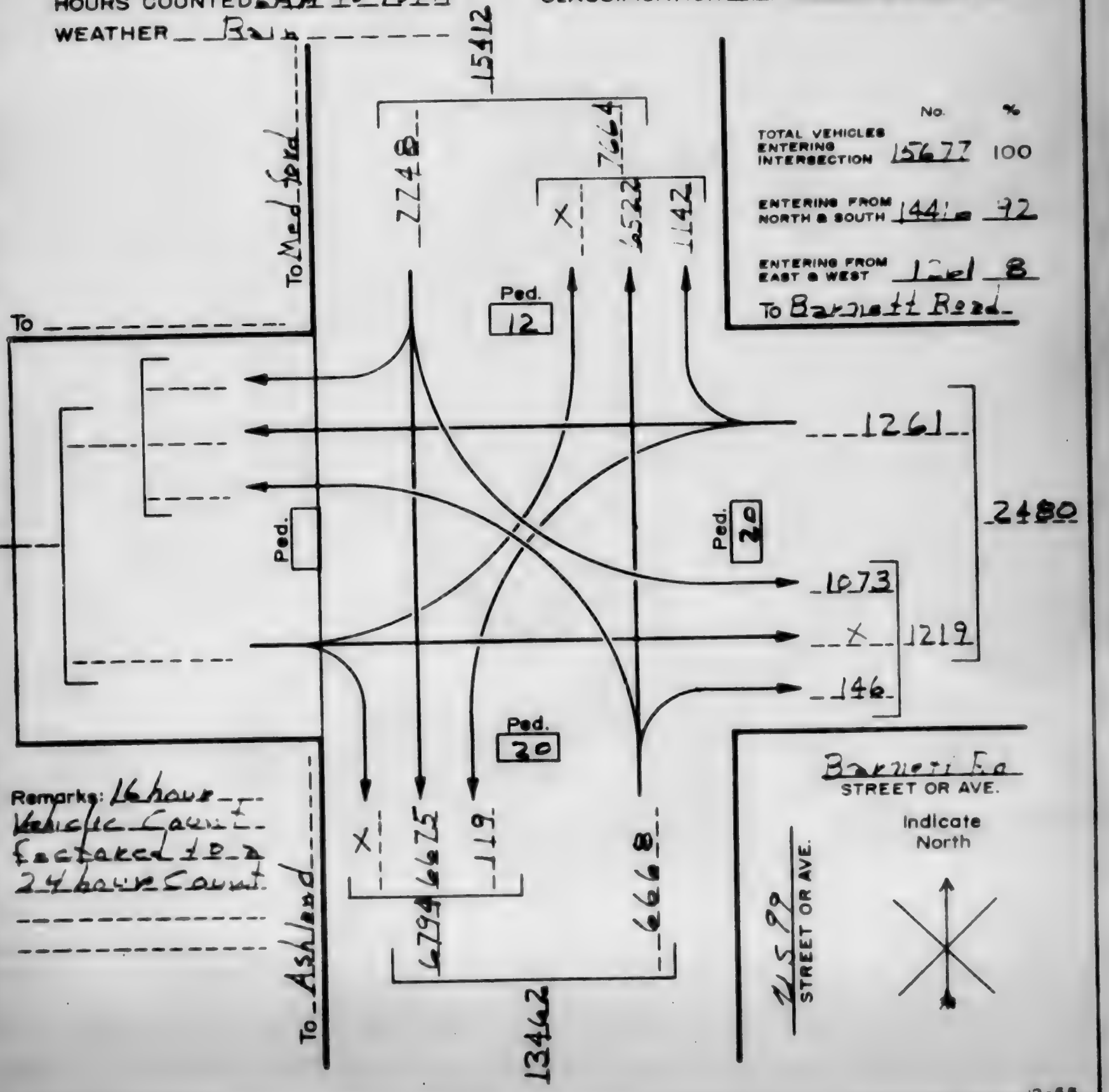
Remarks: This traffic assignment assumes Interstate 5 constructed bypassing Medford

12-55

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 23, 29, 1971
DAY OF WEEK Monday - Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM to 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM to 10PM
WEATHER Rain

CITY OF Medford
INTERSECTION OF US 99 (Riverside Ave)
AND Barnett Road
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles & Pedestrians



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15677	100
ENTERING FROM NORTH & SOUTH	14416	92
ENTERING FROM EAST & WEST	1261	8

To Barnett Road

Remarks: 16 hour Vehicle Count factored to 24 hour Count

12-59

ON

SB MXN 262 12-21-62 9 2

MORGAN

WE HAVE THE FOLLOWING FROM VERN THORPE, OF MEDFORD ---

"WE WILL APPRECIATE YOUR CONSIDERING THE INSTALLATION OF A TRAFFIC SIGNAL AT THE INTERSECTION OFSOUTH RIVERSIDE AVENUE AND BARNETT ROAD. WITH THE FREEWAY OPENING TO BARNETT ROAD ON DECEMBER 20TH, THERE WILL BE SOME INCREASE IN LEFT TURN MOVEMENT AT THIS INTERSECTION, AND A VERY HIGH PERCENTAGE OF LEFT TURN AFTER THE FREEWAY IS OPENED SOUTH OF BARNETT ROAD NEXT SUMMER.

THE CITY HAS TENTATIVELY SCHEDULED THE CONSTRUCTION OF BARNETT ROAD WEST OF RIVERSIDE TO HOLLY STREET SOMETIME NEXT SUMMER. FUNDS HAVE BEEN ALOCATED IN THE CURRENT BUDGET APPROPRIATIONS FOR THE STATE-CITY PARTICIPATION IN THE RIVERSIDE-BARNETT TRAFFIC SIGNAL INSTALLATION."

L R. CHANDLER
LF

RECEIVED
DEC 23 1962
TRAFFIC ENGINEER

NOTED
BIM EDWARDS

RECEIVED
DEC 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan

PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

December 19, 1962

Mr. L. R. Chandler
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Mr. Chandler:

We will appreciate your considering the installation of a traffic signal at the intersection of South Riverside Avenue and Barnett Road. With the freeway opening to Barnett Road on December 20th, there will be some increase in left turn movement at this intersection, and a very high percentage of left turn after the freeway is opened south of Barnett Road next summer.

The city has tentatively scheduled the construction of Barnett Road west of Riverside to Holly Street sometime next summer. Funds have been allocated in the current budget appropriations for the State-City participation in the Riverside-Barnett traffic signal installation.

Very truly yours,

Vernon Thorpe
Public Works Director

VT:ms

CONSTRUCTION DIVISION
RECEIVED
DEC 21 1962
NOTED: CE ACE ACE COE

12/21
Copy to Morgan
RLC
Copy to Crandell

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON
% PACIFIC POWER AND LIGHT CO.
MEDFORD, OREGON

MEMORANDUM TO FORREST COOPER

Chet Hubbard and Paul Rynning were in my office this morning voicing concern about the bottleneck that appears to be in the making at Riverside Avenue and the Barnett Road interchange.

Barnett Road is to be extended across the tracks to intersect with Melrose Avenue, which means that it will be one of our few crosstown streets and will create a rather congested intersection on Riverside. Some relief will be given by your current project of knocking off a corner of the wayside at the intersection of Stewart Avenue and Riverside which will enable north bound trucks and cars to go down Stewart Avenue to the interchange. However, south bound traffic and traffic coming into town from the Barnett interchange will have to go over a very narrow street from the end of the interchange to Riverside, a distance of approximately two blocks.

Since Barnett Road comes into Riverside on a diagonal, it is proposed that the situation might be relieved by widening Barnett Road from the interchange to Riverside Avenue.

Inasmuch as this short section of Barnett Road actually connects Interstate 5 and Highway 99, it is contended that this should be part of the State's responsibility. Would you please look into this matter and see what might be done.

GLJackson
mg

OCT 25 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1962
OREGON
STATE HIGHWAY COMMISSION




ELLIOTT
EQUIPMENT
SALES
CONSOLIDATED FREIGHTWAYS

1-8.9-D.5

D. H. HALLER, JR.
P. O. BOX 1106
MEDFORD, OREGON


ASHLAND
CONSOLIDATED FREIGHTWAYS
19-7941


STROUT
REALTY
Free Catalogs
18-310
19 794

U-168(20) Grand Ave. C'Wing, Pacific Hwy. in Portland 1963

#6336 [redacted]

QA 2646
#
KR 605

STATE COPY

Monthly transaction number	FORM PR-2A (8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
3-95	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 3-11-66	County Multnomah
Project report number 13		Project number U-168(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 14, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 561,748

Revised Federal funds $ 348,291.18

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of March, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Kuboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 81,20-P63

STATE COPY

RECEIVED
SEP 29 1965
9-138
FOR FILING

Monthly transaction number

Project agreement number
10

FHWA PR-2A (8-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

State
Oregon

County
Multnomah

Project number
U-168(20)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 14, 1963, is hereby modified as follows:

Revised estimated total cost of project $ 560,357.17

Revised Federal funds $ 347,112.48

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of September, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
12-7	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 16		COUNTY Multnomah
		PROJECT NO. U-168(20)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99E. Grand Ave. (Stephens St. to Sherman St.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-22-63	0.198
OTHER *(Specify)* Utility (City)	10-10-63	

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 547,291.00	$ 344,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer November 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

Oregon State Highway Department

Federal Aid
Project No. F-168(20)

GRAND AVENUE SECTION (PORTLAND) OF THE

PACIFIC HIGHWAY EAST IN MULTNOMAH CO.

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 22, 1963

Type Code X441
Grand Avenue O'xing (Sta. "GR" 571+87.37 to Sta. "GR" 580+12)(Contract 6336)

Remodel Union Ave. O'Xing and Provide for Traffic	All Required		$ 19,000.00
Shoring, Cribbing, etc.	All Required		17,000.00
Structural Excavation	1,400 cu.yds.	$ 5.00	7,000.00
Structural Excavation Below Elevation Shown	150 cu.yds.	14.00	2,100.00
Selected Backfill	600 cu.yds.	7.00	4,200.00
Furnish 12" BP 53# Steel Pilings	9,075 lin.ft.	4.40	39,930.00
Drive Steel Piles	148 only	70.00	10,360.00
Splice Steel Piles	35 only	30.00	1,050.00
Class "A" Concrete (2,450 cu.yds.)	All Required		147,000.00
Metal Reinforcement (576,700 lbs.)	All Required		56,000.00
Structural Steel (Carbon 32,400 lbs. Low Alloy 159,800 lbs.)	All Required		54,000.00
Metal Parapet Railing	2,158 lin.ft.	4.00	8,632.00
8-inch Standard Steel Pipe	400 lin.ft.	12.00	4,800.00
1¼-inch Electrical Conduit	1,000 lin.ft.	1.00	1,000.00
	Subtotal		$372,072.00
	10% Engr. & Cont.		37,207.00
	Total		$409,279.00

Type Code 6201
Roadway (Sta. "GR" 580+12 to Sta. "GR" 582+31)(Contract 6336)

Retaining Walls			
Structural Excavation	450 cu.yds.	$ 4.00	$ 1,800.00
Structural Excavation Below Elevation Shown	50 cu.yds.	14.00	700.00
Class "A" Concrete (240 cu.yds.)	All Required		13,200.00
Metal Reinforcement (30,100 lbs.)	All Required		2,800.00
1¼-inch Electrical Conduit	250 lin.ft.	1.00	250.00
Roadway			
Clearing and Grubbing	All Required		$ 3,000.00
Removal of Miscellaneous Concrete and Masonry	All Required		4,000.00
Drainage Excavation, Unclassified	1,900 cu.yds.	6.00	11,400.00

General Excavation, Unclassified	2,080	cu.yds.	$ 1.20	$ 2,496.00
Embankment in Place	1,000	cu.yds.	4.00	4,000.00
Finishing Roadbed and Slopes	All	Required		300.00
8-inch Sewer Pipe	1,000	lin.ft.	2.50	2,500.00
12-inch Sewer Pipe	1,330	lin.ft.	4.00	5,320.00
15-inch Sewer Pipe	60	lin.ft.	6.00	360.00
18-inch Sewer Pipe	360	lin.ft.	7.00	2,520.00
Extra for Pipe Under Pavement	1,300	lin.ft.	5.00	6,500.00
Concrete Inlets, Type "B"	15	only	65.00	975.00
Concrete Inlets, Type "P"	14	only	85.00	1,190.00
Concrete Manholes, 12 feet or less deep	7	only	260.00	1,820.00
Concrete Manholes, Over 12 feet deep	7	only	350.00	2,450.00
Adjustment of Manholes	12	only	180.00	2,160.00
Concrete Curbs	95	cu.yds.	45.00	4,275.00
Concrete Walks	600	sq.yds.	4.60	2,760.00
Concrete Driveways	100	sq.yds.	5.00	500.00
Metal Guard Rail	70	lin.ft.	4.60	322.00
Coarse Crushed Material in Base	2,400	cu.yds.	4.00	9,600.00
3/4"-0 Material in Base	250	cu.yds.	4.00	1,000.00
Sprinkling	70	M-gal.	4.00	280.00
Preparation of Base	All	Required		300.00
3/4"-0 Material in Binder Course	24	cu.yds.	6.00	144.00
MC-250 Asphalt	5	tons	75.00	375.00
Class "B" Asphaltic Concrete	1,000	tons	6.50	6,500.00
Asphaltic Concrete Traffic Markers, Type L	1,800	lin.ft.	0.80	1,440.00
				$ 97,737.00
Traffic Sign Revisions	All	Required		$ 2,000.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Sewer Connections	All	Required		100.00
Signing	All	Required		200.00
				$ 2,800.00
Work by Southern Pacific Company	All	Required		$ 11,421.00
Work by City of Portland	All	Required		13,507.69
				$ 24,928.69
			Subtotal	$125,465.69
			10% Engr. & Cont.	12,546.31
			Total	$138,012.00

Length of Roadway - - - - - - - - - - -0.042 miles
Length of Structure - - - - - - - - - -0.156 miles
Total Length - - - - - - - - - - - - -0.198 miles
Cost of Roadway per Mile- - - - - - - -$3,286,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$409,279.00	$257,500.00	$151,779.00
Roadway	138,012.00	86,500.00	51,512.00
	$547,291.00	$344,000.00	$203,291.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

Work Retained in P. S. & E. Status

Description	Total Cost	Federal Funds	State Funds
Work by Western Union Tel. Co.	$ 3,300.00	$ 2,000.00	$1,300.00

GRAND AVENUE O'XING

Project No. U-168(20)

Estimated Cost of Work by Southern Pacific Company:

Track Work - Grade Crossing	$ 3,868.00
Signal Work	2,995.00
Telltales	775.00
Equipment	255.00
Freight	930.00
Material Handling	208.00
Vacation Allowance	144.00
Holiday Pay	58.00
Health and Welfare	124.00
R. R. Ret. & Unempl. Taxes	403.00
W.C., P.L. and P.D. Insurance	148.00
Accounting and Billing	475.00
Contingencies	1,038.00
	$11,421.00

Estimated Cost of Work by City of Portland:

Materials	$ 5,561.99
Labor	6,992.22
Equipment	952.48
	$13,507.69

Oregon State Highway Department

Federal-Aid
Project No. U-168(20)

GRAND AVENUE SECTION (PORTLAND) OF THE

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 16, 1963

Type Code 1441
Grand Ave. O'xing (Sta. "BR" 577+87.37 to Sta. "BK" 580+12)

Remodel Union Ave. O'xing and Provide for Traffic	All req.		$ 12,000.00
Shoring, Cribbing, etc.	All Req.		16,000.00
Structural Excavation	1,400 cu.yds.	$ 5.00	7,000.00
Structural Excavation Below Elevation Shown	150 cu.yds.	10.00	1,500.00
Selected Backfill	600 cu.yds.	3.00	1,800.00
Furnish 12" BP 53# Steel Pilings	9,075 lin.ft.	6.00	54,450.00
Drive Steel Piles	148 only	70.00	10,360.00
Splice Steel Piles	35 only	35.00	1,225.00
Class "A" Concrete (2,450 cu.yds. $75.00)	All Req.		183,750.00
Metal Reinforcement (576,700 lbs. $0.125)	All Req.		72,087.50
Structural Steel (Carbon 32,400 lbs. $0.23) (Low Alloy 159,800 lbs. $0.25)	All Req.		47,402.00
Metal Parapet Railing	2,158 lin.ft.	6.00	12,948.00
8-inch Standard Steel Pipe	400 lin.ft.	14.00	5,600.00
1 1/4-inch Electrical Conduit	1,000 lin.ft.	2.00	2,000.00
	Subtotal		$426,122.50
	10% Engr. & Cont.		42,811.50
	Total		$470,934.00

Type Code 6201
Roadway (Sta. "BK" 580+12 to Sta. "BR" 582+31)

Retaining Walls			
Structural Excavation	450 cu.yds.	$ 5.00	$ 2,250.00
Structural Excavation Below Elevation Shown	50 cu.yds.	5.00	250.00
Class "A" Concrete (240 cu.yds.)	All Req.		16,800.00
Metal Reinforcement (30,100 lbs.)	All Req.		3,762.50
1 1/4-inch Electrical Conduit	250 lin.ft.	2.00	500.00
Roadway			
Clearing and Grubbing	All Req.		1,500.00

Removal of Miscellaneous Concrete and Masonry	All Req.		$ 3,200.00
Drainage Excavation, Unclassified	1,900 cu.yds.	$ 3.00	5,700.00
General Excavation, Unclassified	2,080 cu.yds.	1.50	3,120.00
Embankment in Place	1,000 cu.yds.	2.00	2,000.00
Finishing Roadbed and Slopes	All Req.		1,000.00
8-inch Sewer Pipe	1,000 lin.ft.	2.50	2,500.00
12-inch Sewer Pipe	1,330 lin.ft.	3.00	3,990.00
15-inch Sewer Pipe	60 lin.ft.	3.50	210.00
18-inch Sewer Pipe	360 lin.ft.	4.50	1,620.00
Extra for Pipe under Pavement	1,300 lin.ft.	4.00	5,200.00
Concrete Inlets, Type "B"	15 only	90.00	1,350.00
Concrete Inlets, Type "P"	14 only	90.00	1,260.00
Concrete Manholes, 12 feet or less deep	7 only	325.00	2,275.00
Concrete Manholes, over 12 feet deep	7 only	500.00	3,500.00
Adjustment of Manholes	12 only	50.00	600.00
Concrete Curbs	95 cu.yds.	45.00	4,275.00
Concrete Walks	600 sq.yds.	5.50	3,300.00
Concrete Driveways	100 sq.yds.	6.50	650.00
Metal Guard Rail	70 lin.ft.	3.50	245.00
Coarse Crushed Material in Base	2,400 cu.yds.	2.75	6,600.00
3/4" - 0 Material in Base	250 cu.yds.	3.00	750.00
Sprinkling	70 M-gal.	3.00	210.00
Preparation of Base	All Req.		500.00
3/4" - 0 Material in Binder Course	24 cu.yds.	5.00	120.00
RC-250 Asphalt	5 tons	60.00	300.00
Class "D" Asphaltic Concrete	1,000 tons	7.50	7,500.00
Asphaltic Concrete Traffic Markers, Type L	1,800 lin.ft.	1.00	1,800.00
			$ 66,837.50
Traffic Sign Revisions	All Req.		$ 2,000.00
Flagging (57½% of Contractor's Cost)	All Req.		500.00
Sewer Connections	All Req.		100.00
Signing	All Req.		200.00
			$ 2,800.00
Work by Southern Pacific Company	All Req.		$ 11,421.00
	Subtotal		$103,058.50
	10% Engr. & Cont.		10,305.50
	Total		$113,364.00

Length of Roadway - - - - - - - 0.042 Mile
Length of Structure - - - - - - 0.156 Mile
Total Length- - - - - - - - - - 0.198 Mile
Cost of Roadway Per Mile- - - $2,699,142.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$470,934.00	$296,000.00	$174,934.00
Roadway	113,364.00	71,000.00	42,364.00
	$584,298.00	$367,000.00	$217,298.00

GRAND AVENUE O'XING

PROJECT NO. U-168(20)

Estimated cost of work by Southern Pacific Company.

Track Work - Grade Crossing	$ 3,868.00
Signal Work	2,995.00
Telltales	775.00
Equipment	255.00
Freight	930.00
Material Handling	208.00
Vacation Allowance	144.00
Holiday Pay	58.00
Health and Welfare	124.00
RR Ret. and Unemployment Taxes	403.00
WC, PL and PD Insurance	148.00
Accounting and Billing	475.00
Contingencies	1,038.00
	$11,421.00

Oregon State Highway Department

Federal-Aid
Project No. U-168(20)

GRAND AVENUE SECTION (PORTLAND) OF THE

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon July 17, 1963

Type Code X441
Grand Ave. O'Xing (sta. "GR" 571+87.37 to sta. "GR" 580+12)

Remodel Union Ave O'Xing and Provide for Traffic	All Req.		$ 12,000.00
Shoring, Cribbing, Etc.	All Req.		16,000.00
Structural Excavation	1,400 cu.yds.	$ 5.00	7,000.00
Structural Excavation Below Elevation Shown	150 cu.yds.	10.00	1,500.00
Selected Backfill	600 cu.yds.	3.00	1,800.00
Furnish 12" BP 53# Steel Pilings	9,075 lin.ft.	6.00	54,450.00
Drive Steel Piles	148 only	70.00	10,360.00
Splice Steel Piles	35 only	35.00	1,225.00
Class "A" Concrete (2450 cu.yds. $75.00)	All Req.		183,750.00
Metal Reinforcement (576,700 lbs. $0.125)	All Req.		72,087.50
Structural Steel (Carbon 32,400 lbs. $0.23; Low Alloy 159,800 lbs. $0.25)	All Req.		47,402.00
Metal Parapet Railing	2,158 lin.ft.	6.00	12,948.00
8-inch Standard Steel Pipe	400 lin.ft.	14.00	5,600.00
1½-inch Electrical Conduit	1,000 lin.ft.	2.00	2,000.00
	Subtotal		$428,122.50
	10% Engr. & Cont.		42,811.50
	Total		$470,934.00

Type Code 6201
Roadway (sta. "GR" 580+12 to sta. "GR" 582+31)

Retaining Walls			
Structural Excavation	450 cu.yds.	$ 5.00	$ 2,250.00
Structural Excavation Below Elevation Shown	50 cu.yds.	5.00	250.00
Class "A" Concrete (240 cu.yds.)	All Req.		16,800.00
Metal Reinforcement (30,100 lbs.)	All Req.		3,762.50
1½-inch Electrical Conduit	250 lin.ft.	2.00	500.00
Roadway			
Clearing and Grubbing	All Req.		1,500.00

Removal of Miscellaneous Concrete Masonry	All Req.		$ 3,200.00
Drainage Excavation, Unclassified	1,900 cu.yds.	$ 3.00	5,700.00
General Excavation, Unclassified	2,080 cu.yds.	1.50	3,120.00
Embankment in Place	1,000 cu.yds.	2.00	2,000.00
Finishing Roadbed and Slopes	All Req.		1,000.00
8-inch Sewer Pipe	1,000 lin.ft.	2.50	2,500.00
12-inch Sewer Pipe	1,330 lin.ft.	3.00	3,990.00
15-inch Sewer Pipe	60 lin.ft.	3.50	210.00
18-inch Sewer Pipe	360 lin.ft.	4.50	1,620.00
Extra for Pipe under pavement	1,300 lin.ft.	4.00	5,200.00
Concrete Inlets, Type "B"	15 only	90.00	1,350.00
Concrete Inlets, Type "P"	14 only	90.00	1,260.00
Concrete Manholes, 12 feet or less deep	7 only	325.00	2,275.00
Concrete Manholes, over 12 feet deep	7 only	500.00	3,500.00
Adjustment of Manholes	12 only	50.00	600.00
Concrete Curbs	95 cu.yds.	45.00	4,275.00
Concrete Walks	600 sq.yds.	5.50	3,300.00
Concrete Driveways	100 sq.yds.	6.50	650.00
Metal Guard Rail	70 lin.ft.	3.50	245.00
Coarse Crushed Material in Base	2,400 cu.yds.	2.75	6,600.00
3/4"-0 Material in Base	250 cu.yds.	3.00	750.00
Sprinkling	70 M-gal.	3.00	210.00
Preparation of Base	All Req.		500.00
3/4"-0 Material in Binder Course	24 cu.yds.	5.00	120.00
RC-250 Asphalt	5 tons	60.00	300.00
Class "B" Asphaltic Concrete	1,000 tons	7.50	7,500.00
Asphaltic Concrete Traffic Makers, Type L	1,800 lin.ft.	1.00	1,800.00
			$ 88,837.50
Traffic Sign Revisions	All Req.		$ 2,000.00
Flagging (57½% of Contractor's Cost)	All Req.		500.00
Sewer Connections	All Req.		100.00
Signing	All Req.		200.00
			$ 2,800.00
Work by Southern Pacific Company	All Req.		$ 11,421.00
Work by Western Union Tel. Company	All Req.		3,000.00
Work by City of Portland	All Req.		9,200.00
			$ 23,621.00
		Subtotal	$115,258.50
		10% Engr. & Cont.	11,525.50
			$126,784.00

Length of Roadway - - - - - - - - - - - - -0.042 mile
Length of Structure - - - - - - - - - - - -0.156 mile
Total Length - - - - - - - - - - - - - - - - 0.198 mile
Cost of Roadway Per Mile - - - - - - - - -$3,018,666.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$470,934.00	$296,000.00	$174,934.00
Roadway	126,784.00	79,000.00	47,784.00
	$597,718.00	$375,000.00	$222,718.00

GRAND AVENUE O'KING

PROJECT NO. U-168(20)

Estimated cost of work by Southern Pacific Company

Track Work - Grade Crossing	$ 3,868.00
Signal Work	2,995.00
Telltales	775.00
Equipment	255.00
Freight	930.00
Material Handling	208.00
Vacation Allowance	144.00
Holiday Pay	58.00
Health and Welfare	124.00
RR Ret. and Unemployment Taxes	403.00
WC, PL and PD Insurance	148.00
Accounting and Billing	475.00
Contingencies	1,038.00
	$11,421.00

RECEIVED
NOV 30 1965
FOR FILING

November 23, 1965

Mr. Robert L. Weiss
Cake, Jaureguy, Hardy, Buttler & McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Re: Grand Avenue Overcrossing
Contract No. 6336
Bridge No. 8905
Contractor's Claim on
Railroad Billing

Dear Mr. Weiss:

By letter of July 19, 1965, the State was informed that Lord Bros. Contractors, Inc., were making a claim for $1,591.58 as overcharges on railroad billings for protective services.

At a meeting in Salem on August 12 it was agreed that an independent investigation would be made of the billing against the contractor on this project. This investigation has been made and it is the State's belief that the billing against the contractor as made by the Resident Engineer was correct and proper under the meaning of the contract.

The Special Provisions, page 10, state that: "Protection of Railroad Facilities: Railroad representatives, conductors, flagmen or watchmen, will be provided by Railroad to protect its facilities, property and movements of its trains, or engines. In general, Railroad will furnish such personnel or other protective services:

"When any part of any equipment is standing or being operated within ten (10) feet, measured horizontally, from centerline of any track on which trains may operate, or when any erection or construction activities are in progress within such limits, regardless of elevation above or below track.

"For any excavation below elevation of track subgrade if, in the opinion of Railroad's representative, track or other railroad facilities may be subject to settlement or movement."

The Special Provisions further state on page 12: "The cost of all necessary personnel provided by Railroad during the period of constructing the project as deemed necessary for the protection of Railroad's facilities and trains, and the cost of installing tell-tales or other protective devices in the case of impaired vertical clearance, as above specified, shall be borne by the Contractor and sums sufficient to cover the claims based upon bills rendered to the State by Railroad for such costs, will be deducted from the progress and final pay estimates due the contractor."

Reimbursing the contractor in the amount of $1,591.58 would eliminate payment by the contractor for protective services furnished by the railroad during such items of work as excavation, pile driving, form building, the pouring of concrete, stripping of forms, and painting structural steel. Because of the nature of the job many of these items took place adjacent to or over the double track main line of the railroad.

It is the intention of the State to charge against the contractor's account only the time billed by the railroad for its protective services during the time the above-mentioned portions of the work were being done. The above list of work items are not intended to be a complete list of work done over the track, but are used as illustrative only.

For the above-mentioned reasons, the State must deny your claim for reimbursement of railroad costs as claimed by your letter of July 19.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Ivan Merchant
A. E. Johnson
Robert Shotwell

IDM:en jwa

RECEIVED
OCT 26 1965
FOR FILING

11 - 68 (20)

6336

October 26, 1965

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $1,628.44 will be made to Lord Bros. Contractors, Inc., on Contract No. 6336 for structure, grading and paving the Grand Avenue Overcrossing of Southern Pacific Railroad and Division Street Section of the Pacific Highway East in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $472,750.27, including the post-final payment. Of the total $1,710.99 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Lord Bros. Contractors, Inc.
9233 N. Calvert Street
Portland 17, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
SEP 20 1965
FOR FILING

4-168(20)

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. MCEWEN
ROBERT L. WEISS
WILLIAM E. LOVE
JONATHAN U. NEWMAN
JOHN R. FAUST, JR.
CLAUD A. INGRAM, JR.
JOSEPH J. HANNA, JR.
FREDERICK L. DECKER

CAKE, JAUREGUY, HARDY, BUTTLER & MCEWEN
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE 226-7321

September 10, 1965

C

O

P

Y

Mr. Ivan D. Merchant
State Highway Department
Salem 10, Oregon

RE: Lord Bros. Contractors, Inc.
Grand Avenue Overcrossing

Dear Mr. Merchant:

I want to thank you for the courtesy shown to us yesterday in meeting with you and other representatives of the Highway Department. After you have made a further investigation of the railroad's activities, we will be very glad to discuss the matter further with you.

On the way back from Salem, Mr. Decker and I discussed the problem which you raised with us of drafting and administration of this type of clause. For whatever aid it may be to you, we felt that either one of two approaches might eliminate the administrative time and expense with which you are presently burdened. These are:

1. Putting a flat percentage of the total costs on the contractor. This would be prefaced with some language to the effect that because of the inability to make an accurate determination of the costs and in order to avoid a dispute with respect thereto, ___% of the total costs charged to the State by the railroad will be charged to the contractor. This would have the merit of eliminating the type of dispute in which we are now engaged. It also is comparable to the approach taken under liquidated damages clauses in common use.

2. Perhaps an even simpler approach would be to eliminate the backcharges to the contractor. This is based on the thought that the contractor is bound to include a figure for this item in his bid, and it accordingly is merely a case where the State then has to pay the

NOTED
TOM EDWARDS

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4-168(20)

RALPH H. CAKE
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CAKE, JAUREGUY, HARDY, BUTTLER & MCEWEN
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204

TELEPHONE 226-7321

September 10, 1965

COPY

Mr. Ivan D. Merchant
State Highway Department
Salem 10, Oregon

RE: Lord Bros. Contractors, Inc.
Grand Avenue Overcrossing

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1. Putting a flat percentage of the total costs on the contractor. This would be prefaced with some language to the effect that because of the inability to make an accurate determination of the costs and in order to avoid a dispute with respect thereto, ___% of the total costs charged to the State by the railroad will be charged to the contractor. This would have the merit of eliminating the type of dispute in which we are now engaged. It also is comparable to the approach taken under liquidated damages clauses in common use.

2. Perhaps an even simpler approach would be to eliminate the backcharges to the contractor. This is based on the thought that the contractor is bound to include a figure for this item in his bid, and it accordingly is merely a case where the State then has to pay the

NOTED
TOM EDWARDS

contractor the amount that it subsequently backcharges him, meanwhile plaguing itself with the time and expense of administration of this feature of the contract. It would seem to me that although this does not in every case work out to a situation of an exact balance between the price to the State and the backcharge to the contractor, over a great many contracts these should wash out. If that assumption is correct, then this suggestion may well have merit.

In any case, you raised the question with us and these are our thoughts. We hope they are of value to you.

Very truly yours,

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN

Robert L. Weiss

nh
cc: Mr. Tom Edwards

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1965
FORTHING

6336

3847

August 17, 1965

Mr. Robert L. Weiss
Cake, Jauregui, Hardy,
Buttler & McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Re: Grand Avenue Overcrossing Section
Pacific Highway East
Contract No. 6336

Dear Mr. Weiss:

This is to confirm the telephone conversation of August 12 regarding the time for a meeting regarding the Claim of Lord Brothers, Contractors, on the Grand Avenue Overcrossing.

The meeting is to be held in my office at 10 a.m., September 9.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
*Ivan Merchant
*A. E. Johnson (Attn. Edward L. Hardt)
*Robert Shotwell

*Please be in my office at 9 a.m., September 9.

IDM:mm jwa

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
226-7321

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
WILLIAM E. LOVE
JONATHAN U. NEWMAN
JOHN R. FAUST, JR.
CLAUD A. INGRAM, JR.
JOSEPH J. HANNA, JR.
FREDERICK L. DECKER

August 10, 1965

Mr. Tom Edwards
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

In your letter of August 2, 1965 in regard to the claim of Lord Bros. Contractors, Inc. with respect to Grand Avenue Overcrossing Section of Pacific Highway East, Contract No. 6336, you asked that I advise you as to a suitable date for a conference.

Being somewhat of an optimist, I hope to be able to take some vacation prior to the end of August, and would therefore suggest that we meet anytime after the first of September. Accordingly, if you will advise me of a date and time, I will look forward to meeting with you and other representatives of the State.

Very truly yours,

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN

Robert L. Weiss
Robert L. Weiss

Sept. 7
10:00 AM mtg.

nh

Ivan
Arrange date
& advise by letter

STATE
RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
AUG 4 - 1965
FOR FILING
4-168(20)
6336

August 2, 1965

Mr. Robert L. Weiss
Cake, Jaureguy, Hardy,
Buttler & McEwen
Attorneys at Law
1408 Standard Plaza
Portland, Oregon 97204

Dear Mr. Weiss:

I have your letter of July 19, requesting a conference to discuss Lord Bros. Contractors, Inc. claim on billing for railroad protective services on the Grand Avenue Overcrossing Section of Pacific Highway East, Contract No. 6336.

We will be glad to discuss the matter with you any time at your convenience. Please give me at least two days' advance notice so that I can arrange to have the necessary people present at this conference.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
A. E. Johnson - Would like to have you present at this conference. Will advise you as soon as the conference is arranged.

Robert Shotwell - Would like to have you present at this conference. Will advise you as soon as the conference is arranged. We will need any information you have concerning days charged, amounts, etc.

Ivan Merchant

CAG:ja jwa

FORM E-80 50M 6-57——6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97227
July 23, 1965

SUBJECT: Southern Pacific Railroad Bills
Grand Ave. O'Xing
Pacific Highway East
Contract No. 6336
Bridge No. 8905

To:
Mr. A.E. Johnson
Metropolitan Engineer
Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

I am enclosing a copy of a letter of claim on the above contract. The following is a brief summary of the method by which railroad bills were handled by this office. On receipt of the preliminary billing by the Railroad Co. The bill was separated as to those bills chargeable to the state and those chargeable to the contractor. A copy of this separation was then sent to the contractor.

This separation was made in the following manner. When the contractor was working adjacent to the railroad track or over the tracks and a railroad representative was present his time was charged to the contractor as protective personnel. All other charges were born by the state.

From my perusal of the Special Provisions of this contract and in particular page 12 the paragraph beginning, "The cost of all necessary--." This would be a liberal interpretation.

I therefore recommend, based on the specifications, that this claim be denied.

Very Truly yours,

Robert E. Shotwell
Resident Bridge Engineer

RES:rsr

CC: Ivan Merchant
Files

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN
ATTORNEYS AT LAW
1406 STANDARD PLAZA
PORTLAND, OREGON 97204
226-7321

RALPH H. CAKE
NICHOLAS JAUREGUY
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
WILLIAM E. LOVE
JONATHAN U. NEWMAN
JOHN R. FAUST, JR.
CLAUD A. INGRAM, JR.
JOSEPH J. HANNA, JR.
FREDERICK L. DECKER

(1046)

July 19, 1965

Edwards

Oregon State Highway Commission
State Highway Building
Salem, Oregon 93710

Subject: Contract 6336, Grand Avenue Overcrossing
Claims of Errors and Omissions in Final Estimate and Voucher and for additional compensation earned under the contract.

Gentlemen:

Enclosed you will find a duplicate original of the claim of Lord Bros. Contractors, Inc. in the total amount of $1,591.58. This matter has already been reviewed in some detail by the contractor with Mr. R. E. Shotwell, the Resident Bridge Engineer, and it appears that at the present time a further discussion between the contractor and Mr. Shotwell would be unlikely to resolve the matter. We are anxious to conclude this matter in a mutually satisfactory manner, and toward this end we would suggest a meeting with a representative of your office.

A similar controversy between our client and the Commission concerning Contract Number 5551--Southern Pacific Overcrossing, Corvallis-Newport Highway, was settled on a mutually satisfactory basis. Inasmuch as both contracts are identical, we hope that it will also be possible to settle this claim on a similar basis.

We look forward to hearing from you at your earliest convenience.

Very truly yours,

CAKE, JAUREGUY, HARDY, BUTTLER & McEWEN

Robert L. Weiss
Robert L. Weiss

nh
Enclosure

Members Ed Wilson 1966

DIVISION
JUL 22 1965 PM
1 2 3 4 5 6

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

MECHANICAL
PLUMBING
HEATING
VENTILATING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.
9233 N. CALVERT AVENUE
PORTLAND, OREGON 97217
285-4591

July 17, 1965

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. R. E. Shotwell
Resident Bridge Engineer

Subject: Contract No. 6336
Grand Avenue Overcrossing -
Claims of errors and omissions
in Final Estimate and Voucher.

Gentlemen:

In accordance with the provisions of the above contract, the contractor hereby submits its claim of errors and omissions in the Final Estimate and Voucher. This claim relates to billings by the Southern Pacific Railroad Company erroneously charged to the contractor. Under the terms of the contract, the contractor is to pay for the cost of flagging, the cost of necessary personnel provided by the railroad during the period of construction of the project as deemed necessary for the protection of the railroad company's facilities and trains, and the cost of installing tell-tales or other protective devices in cases of impaired vertical clearance. Routine engineering and inspection by railroad representatives not related to the above is not a cost properly chargeable to the contractor. A summary of the contractor's claim is set forth below:

Final estimate or railroad bills chargeable to contractor	$1,752.34	
Total amount properly charged to contractor for its portion of railroad bills	160.76	
Amount of claim		$1,591.58

An itemized statement setting forth charges properly charged to the contractor is set forth below.

Date	Description	Rate	Total Hours	Total Amount	Amount charged to Lord Bros.
5/24/64	Flagging	2.7978	16	44.76	44.76
10/15/64	"	2.90	8	23.20	23.20
10/26/64	"	2.90	8	23.20	23.20
10/27/64	"	2.90	8	23.20	23.20
3/3/65	"	2.90	8	23.20	23.20
3/4/65	"	2.90	8	23.20	23.20
				Total	$160.76

All other railroad bills (in the total amount of $1,591.58) charged to the contractor are improper and liability for the same is hereby denied.

Claim for the amount of $1,591.58 is hereby made and payment of the claim is requested. We will be available to discuss this claim with you at your convenience and hope that the matter can be disposed of on a mutually satisfactory basis without the necessity of further proceedings.

Very truly yours,

LORD BROS. CONTRACTORS, INC.

By W. T. Lord
W. T. Lord President

nh

cc: Oregon State Highway Commission
State Highway Building
Salem, Oregon 93710

RECEIVED
JUL 19 1965
COKE, WILEY-GUY, HARRIS, BUTLER & McEWEN

RECEIVED
JUN 9 - 1965
FOR FILING

To: R. L. Porter

Contract No. 6336

Estimate No. 18 F

Voucher No. 32978

Amount of Payment 17,252.55

Date Paid 6-7-65

Contractor Lord Bros Cont

CH

RECEIVED
JUN 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1965
FOR FILING

May 28, 1965

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

On April 26, 1965, we wrote to you concerning release of final payment on Contract No. 6336 awarded to Lord Bros. Contractors, Inc., for structure, grading, and paving the Grand Avenue Overcrossing of Southern Pacific Railroad and Division Street on the Pacific Highway East in Multnomah County.

Final payment on this contract is $17,252.55 and the total contract amount is $471,121.83, including $1,710.99 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Lord Bros. Contractors, Inc.
P. O. Box 5697
Portland 17, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
APR 23 1965
FOR FILING
6336

April 22, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed March 5, 1965 on Contract No. 6336. The contract was with Lord Brothers Construction Company and was for the Grand Avenue Overcrossing on the Pacific Highway East in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 22, 1965, and that you concur in this procedure at the Commission meeting on June 1.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan D. Merchant
C. H. Maison
A. E. Johnson

TE:bg

file copy

RECEIVED
FEB 3 - 1965
FOR FILING

FORM E-30 8OM 7-64 SP 6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 29, 1965

SUBJECT: Grand Avenue Overcrossing
Contract No. 6336

To: Mr. Forrest Cooper
State Highway Engineer

BUILDING

Lord Brothers Contractors, Inc., contractor on the above project, has requested that the retained percentage held on this contract be reduced to the minimum amount permitted by our specifications. A copy of the contractor's request is attached.

Contractor's request is predicated on the fact that a stop order issued by this department prevents him from completing the work at the present time. Contractor's contention is correct. We have issued a stop order on a small amount of paving necessary to complete the work. This stop order will be in effect until favorable weather sometime this spring.

Because the contractor is prevented from completing the work by conditions beyond his control, with your approval I propose to reduce the retained percentage held to the minimum permissable by the specifications, which is three percent, until such time as all contract work can be completed, final quantities computed and so forth.

Ivan D. Merchant
Bridge Engineer

CAG:jm
Attachment

APPROVED
Forrest Cooper
STATE HIGHWAY ENGINEER
DATE 2/1/65

RECEIVED
FEB 1965
OFFICE OF
STATE HIGHWAY ENGINEER

orig. to Merchant

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

9233 N. CALVERT AVENUE
PORTLAND, OREGON 97217
285-4591

January 22, 1965

Oregon State Highway Department
900 N. Stanton
Portland, Oregon

Attn: Mr. Robert Shotwell, Res. Engr.

Subject: Grand Avenue Overcrossing Contract 6336
Reduction in Retained Percentage

Gentlemen:

Our work on the above job is approximately 97.5% complete. The small amount of paving necessary to complete the work has been suspended until further notice, awaiting favorable weather.

We request reduction to the minimum of the retained sums withheld on this job.

Very truly yours,

LORD BROS. CONTRACTORS, INC.
By
W. T. Lord
W. T. Lord

PTO'C:W

RECEIVED
FEB 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 26 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 19 1965
FOR FILING

NOTED
FORREST COOPER

:9, 060
CON PMT PDP 19 1 18 65 4 20P

COOPER
STEPHENSON
EDWARDS
SHAW
MORGAN
MERCHANT

WE WILL OPEN THE GRAND AVENUE STRUCTURE, CONTRACT 6336, ON WEDNESDAY, JANUARY 20, AT 10:00 AM..

KLABOE
SH03.

PERMITS--CONSTRUCTION DID NOT ACKNOWLEDGE--PLEASE FORWARD. THANKS.

RECEIVED
DEC 17 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED

Project Name Grand Ave. Overcrossing Date November 12, 1964

Highway Pacific East Project No. 82[illegible]

County Multnomah Work 26 - [illegible]

Contractor Grand Ave. Construction Co. Project No. [illegible]

Address 9233 N. Calvert Ave., Portland, Ore. Order No. 5

The following work is hereby classified as "Extra Work", to be performed in accordance with the terms of contract.

Description of work to be done:

Repair those horizontal surfaces of the deck on the existing Grand Ave. Viaduct to have been exposed by the removal of the old sidewalk allowable. Payment rental rates shall be in accordance with the Bridge - AGC and percentages allowable to the contractor in accordance with the specific provisions of this contract.

Location by stations and numbers:

CR sta. 570 + 00.12 to CR sta. 593 + 30

Estimate of quantities and cost:

Material - $ 300.00
Labor - $ [illegible]
$ 300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contract specifications and section xx on drwg. 16218 do not provide for surfacing the old bridge deck exposed by the removal of the old sidewalk. Work has not yet been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit three copies of the order to Salem. After approval by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the supervising engineer and one to the resident engineer.

Project authorization	$ 57[illegible],328.88	Space to right of this line for use of Salem Office
Present estimate of project cost, including $ 300 for work under this order	$ 56[illegible],480.62	
Expected underrun amount	$ 3,368.26	
Expected underrun per cent	[illegible]	

Submitted: [signature] Resident Engineer

Approved and recommended: [signature] Division Engineer

State Project Engineer: Copy To Young 12-17-64

Approved: [signature] Construction Engineer / District Engineer

Director of State Highway Engineer
Assistant State Highway Engineer

RECEIVED
NOV 12 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Form 22-1-34

Project Name Grand Ave. Overcrossing

Highway Pacific East

County Multnomah

Contractor Lord Bros. Construction Co.

Address 9233 N. Calvert Ave. Portland, Oregon

Date Oct. 9, 1964

Contract No. 6336

Prefix 26 - 1003

F. A. Project No. U - 168 (20)

Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install Delastic deck seals Bents # 5 and # 8

1. Maximum equipment rental rates allowable as per AGC agreement.

2. Percentage allowed contractor is in accordance with executed contract.

Location by station numbers: GR 571 + 49.58
GR 572 + 73.30

Estimate of quantities and cost:

Material
41 ' of delastic seal @ $ 4.50/ ft = $ 184.50

Labor - = $ 100.00
$ 284.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Installation of special joint sealer as per Ivan Merchants letter of October 7, 1964. Work has not yet been performed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 571,318.88
Present estimate of project cost, including $ 284.50 for work under this order	$ 561,279.05
Expected under-run / ~~over-run~~ amount	$ 10,039.83
Expected under-run / ~~over-run~~ per cent	1.8 %

Space to right of this line is for use of Salem Office

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Assistant Division Engineer

Approval Recommended: [signature] Construction Engineer or Bridge Engineer

Approved [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing Copy To Young 11-12-64

Oregon State Highway Department

Federal Aid
Project No. U-168(20)

GRAND AVENUE SECTION (PORTLAND) OF THE

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Revised project agreement estimate. Based on low bid prices. Revised to eliminate work retained in P.S. & E. status.)

Salem, Oregon, March 30, 1964

Type Code X441
Grand Ave. O'xing (Sta. "GR" 571+87.37 to Sta. "GR" 580+12)(Contract 6336)

Remodel Union Ave. O'xing and Provide for Traffic	All Required		$ 19,000.00
Shoring, Cribbing, etc.	All Required		17,000.00
Structural Excavation	1,400 cu.yds.	$ 5.00	7,000.00
Structural Excavation Below Elevation Shown	150 cu.yd.	14.00	2,100.00
Selected Backfill	600 cu.yd.	7.00	4,200.00
Furnish 12" BP 53# Steel Pilings	9,075 lin.ft.	4.40	39,930.00
Drive Steel Piles	148 only	70.00	10,360.00
Splice Steel Piles	35 only	30.00	1,050.00
Class "A" Concrete (2,450 cu.yd.)	All Required		147,000.00
Metal Reinforcement (576,700 lbs.)	All Required		56,000.00
Structural Steel (Carbon 32,400 lbs. Low Alloy 159,800 lbs.)	All Required		54,000.00
Metal Parapet Railing	2,158 lin.ft.	4.00	8,632.00
8-inch Standard Steel Pipe	400 lin.ft.	12.00	4,800.00
1¼-inch Electrical Conduit	1,000 lin.ft.	1.00	1,000.00
	Subtotal		$372,072.00
	10% Engr. & Cont.		37,207.00
	Total		$409,279.00

Type Code 6201
Roadway (Sta. "GR" 580+12 to Sta. "GR" 582+31)(Contract 6336)

Retaining Walls			
Structural Excavation	450 cu.yd.	$ 4.00	$ 1,800.00
Structural Excavation Below Elevation Shown	50 cu.yd.	14.00	700.00
Class "A Concrete (240 cu.yds.)	All Required		13,200.00
Metal Reinforcement (30,100 lbs.)	All Required		2,800.00
1¼-inch Electrical Conduit	250 lin.ft.	1.00	250.00

Roadway			
Clearing and Grubbing	All Required		$ 3,000.00
Removal of Miscellaneous Concrete and Masonry	All Required		4,000.00
Drainage Excavation, Unclassified	1,900 cu.yd.	$ 6.00	11,400.00
General Excavation, Unclassified	2,080 cu.yd.	1.20	2,496.00
Embankment in Place	1,000 cu.yd.	4.00	4,000.00
Finishing Roadbed and Slopes	All Required		300.00
8-inch Sewer Pipe	1,000 lin.ft.	2.50	2,500.00
12-inch Sewer Pipe	1,330 lin.ft.	4.00	5,320.00
15-inch Sewer Pipe	60 lin.ft.	6.00	360.00
18-inch Sewer Pipe	360 lin.ft.	7.00	2,520.00
Extra for Pipe Under Pavement	1,300 lin.ft.	5.00	6,500.00
Concrete Inlets, Type "B"	15 only	65.00	975.00
Concrete Inlets, Type "P"	14 only	85.00	1,190.00
Concrete Manholes, 12' or less deep	7 only	260.00	1,820.00
Concrete Manholes, Over 12' deep	7 only	350.00	2,450.00
Adjustment of Manholes	12 only	180.00	2,160.00
Concrete Curbs	95 cu.yd.	45.00	4,275.00
Concrete Walks	600 sq.yd.	4.60	2,760.00
Concrete Driveways	100 sq.yd.	5.00	500.00
Metal Guard Rail	70 lin.ft.	4.60	322.00
Coarse Crushed Material in Base	2,400 cu.yd.	4.00	9,600.00
3/4"-0 Material in Base	250 cu.yd.	4.00	1,000.00
Sprinkling	70 M-gal.	4.00	280.00
Preparation of Base	All Required		800.00
3/4"-0 Material in Binder Course	24 cu.yd.	6.00	144.00
RC-250 asphalt	5 tons	75.00	375.00
Class "B" Asphaltic Concrete	1,000 tons	6.50	6,500.00
Asphaltic Concrete Traffic Markers, Type "L"	1,800 lin.ft.	0.80	1,440.00
			$ 97,737.00
Traffic Sign Revisions	All Required		$ 2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Sewer Connections	All Required		100.00
Signing	All Required		200.00
			$ 2,800.00
Work by Southern Pacific Company	All Required		$ 11,421.00
Work by City of Portland	All Required		13,507.69
			$ 24,928.69
	Subtotal		$125,465.69
	10% Engr. & Cont.		12,546.31
	Total		$138,012.00

Length of Roadway - - - - - - - - - - - - - -0.042 miles
Length of Structure - - - - - - - - - - - - -0.156 miles
Total Length- - - - - - - - - - - - - - - - - -0.198 miles
Cost of Roadway per Mile- - - - - - - - - - -$3,286,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Structure	$409,279.00	$257,500.00	$151,779.00
Roadway	138,012.00	86,500.00	51,512.00
	$547,291.00	$344,000.00	$203,291.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

GRAND AVENUE O'XING

PROJECT NO. U-168(20)

Estimated cost of work by Southern Pacific Company:

Track Work - Grade Crossing	$ 3,868.00
Signal Work	2,[illegible]95.00
Telltales	775.00
Equipment	255.00
Freight	930.00
Material Handling	208.00
Vacation Allowance	144.00
Holiday Pay	58.00
Health & Welfare	124.00
R.R. Ret. & Unempl. Taxes	403.00
W.C., P.L. and P.D. Insurance	148.00
Accounting and Billing	475.00
Contingencies	1,038.00
	$11,421.00

Estimated cost of work by City of Portland.

Materials	$ 5,561.99
Labor	6,992.22
Equipment	953.48
	$13,507.69

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 8905		WEEK ENDING: March 6, 1964
SECTION: Grand Ave. O'Xing		SECTION PREFIX: 26-1003
HIGHWAY: Pacific East		COUNTY: Multnomah
NAME OF JOB: Grand Avenue Overcrossing	KIND OF WORK: Structure, Grading and Paving, Bridge No. 8905	
CONTRACTOR: Lord Bros. Construction Co.	CONTRACT NUMBER: 6336	FEDERAL AID PROJECT NUMBER: U-168(20)
DATE OF CONTRACT: September 23, 1963	DATE WORK STARTED: October 4, 1963	ESTIMATED COMPLETION DATE: July, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS: 240	WORK DAYS USED: See Bridge Report
PROJECT AUTHORIZATION: $ 571,318.58	ENGINEERING AUTHORIZATION: $ 40,627.12	PERCENT OF TIME ELAPSED: See Bridge Report
EXCLUSIVE OF ENGINEERING: $ 530,691.76	ENGINEERING COST TO DATE: $ 13,858.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Roadwork Only 42%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 530,839.00	PERCENT OF AUTHORIZATION: Grading only 34 %	
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	DATE PROJECT WAS COMPLETED	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
80	60	25		45			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.3	0.3		0.3	0.3
MILES PARTIALLY COMPLETED	0.1	0		0	0
MILES COMPLETED	0	0		0	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3080 cy	2,674 cy		5 T	1,000 T
TOTAL QUANTITIES CORRECTED TO DATE	3,080 cy	2,674		5 T	1,000 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,350	1,250		0	0
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

Small tools

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Showers		
TUESDAY	Partly Cloudy		
WEDNESDAY	Rain		
THURSDAY	"		
FRIDAY	Cloudy		
SATURDAY			

NOTED
JOHN R. OAKES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Grading and setting forms for curb return.
TUESDAY	No grading work.
WEDNESDAY	Poured curb return and catch inlet at S.E. Corner of intersection of Division and Grand.
THURSDAY	No Grading work.
FRIDAY	No Grading work.
SATURDAY	

REMARKS

Only work on grading items this week was on curb return and Type P inlet.

SIGNED Kayle Fyle

ADDRESS 5821 N.E. Glisan St. Portland 13, Oregon

cc: Bob Shotwell

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 25 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 28, 1963

To:

MEMO TO FILE

SUBJECT: Award of Contract
Traffic Signals
Portland

Agenda Item: 3a-2

The State Highway Commission at its meeting of October 10 accepted the Engineer's report on the following award of contract:

Grand Avenue Overcrossing on the Pacific Highway in Multnomah County. Bids received August 13, 1963. Contract No. 6336 awarded September 23, 1963, to Lord Bros., Contractors, Inc., Portland, low bidder.

L. E. Geyer

F. B. Crandall
Traffic Engineer

njc

RECEIVED
OCT 29 1963
FOR FILING

CC: Mr. R. L. Porter
Mr. A. E. Johnson
Mr. E. E. Johnston
Mr. R. E. Shotwell

October 17, 1963

Commissioner William Bowes
Commissioner of Public Works

Mr. L. H. Rosenthal
City Engineer

Mr. Fred T. Fowler
Highway Coordinator

Mr. William Weller
Traffic Engineer

NOTED
R. L. PORTER

Subject: Grand Avenue Overcrossing of S.P.R.R. & Division St.
Grand Avenue Section
Pacific Highway East
Prefix: 26-1003
Contract: 6326

Gentlemen:

This is to inform you that a contract has been awarded to Lord Bros. Contractors, Inc. to construct a structure on S. E. Grand Avenue over the Southern Pacific Railroad and S. E. Division Street.

This work in addition to the structure includes 5,000 cubic yards excavation and embankment, 2,750 lin. ft. of sewer pipe, 14 manholes, 95 cubic yards concrete curbs, 700 sq. yards walk and driveways, 2,650 cubic yards material in base and 1,000 tons asphaltic concrete pavement.

Mr. Robert Shotwell will be our Resident Bridge Engineer on the project. His telephone number is 235-8911, Ext. 74. His home telephone number is Forest Grove EL 7-6930. Any questions arising during the progress of this work should be directed to him.

Sincerely,

F. E. Klabee
Metropolitan Engineer

By NOTED
J. M. CARTWRIGHT
Jack M. Cartwright
Metropolitan Office Engineer

JMC/cp

RECEIVED
OCT 16 1963
FOR FILING

477 Cottage Street NE.
Salem, Oregon

October 10, 1963

Original signed by
G. R. Brooks
Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

08-35-EC

Oregon Project U-168(20), Grand Avenue Section
City of Portland - Bureau of Water Works Utility Adjustment

Our memorandum dated July 22, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above mentioned City and the State Highway Commission dated August 29, 1963 covering utility adjustments and traffic control measures was approved by this office on September 17, 1963. We now approve your Staff Attorney's August 1, 1963 letter, as well as the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Litchfield's letter dated September 26, 1963.

Our program memorandum dated July 18, 1963 authorized you to proceed with preparatory wor for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

cc:
Region

NOTED
LLOYD P. SHAW

original to Jerry
10-14-63

RECEIVED
SEP 23 1963
FOR FILING

September 23, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attn: Mr. Ted Doe

Re: Grand Avenue Overcrossing
of Southern Pacific R. R.
in Portland

Gentlemen:

We received in the mail this morning, a letter dated September 20th from Southern Pacific Railroad Company in which they gave their approval of our plans for the construction of the Grand Avenue Overcrossing project in Portland. A copy of the signed plans are in our office.

As you know, bids on this project were received by the Highway Commission on August 13th and we have been waiting for railroad and Bureau of Public Roads' approval before awarding the contract.

We are delivering by messenger, two copies of the Southern Pacific letter pertaining to this matter and if everything is in order, could we have your approval to make the award as of today.

Very truly yours,

Parrott Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JAH:mb
cc: Lloyd P. Shaw
F. D. Morgan
Ivan Merchant

RECEIVED
SEP 26 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

September 23, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-0

Oregon Project U-168(20)
Grand Avenue Overcrossing of S.P.R.R. & Division Street
Structure, grading and paving

As requested in Mr. Young's letter of August 14, 1963 and supplemented by Mr. Hardie's September 23, 1963 letter furnishing evidence that the design plans have been approved by the Southern Pacific Company, we hereby concur as of this date in the award of contract No. 6336 to Lord Bros. Contractors, Inc. of Portland, Oregon, low bidder in the amount of $469,809.00 at the August 13, 1963 bid opening for the subject project.

Your August 29, 1963 agreement with the City of Portland was approved by this office on September 17, 1963.

Mr. Litchfield's August 9, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our July 22, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To Young
cc Litchfield
9-26-63

NOTED
LLOYD P. SHAW

RECEIVED
SEP 26 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 23, 1963

Mr. F. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Re: Grand Avenue Overcrossing
of Southern Pacific R. R.
in Portland

Att: Mr. Ted Dec

Gentlemen:

We received in the mail this morning, a letter dated September 20th from Southern Pacific Railroad Company in which they gave their approval of our plans for the construction of the Grand Avenue Overcrossing project in Portland. A copy of the signed plans are in our office.

As you know, bids on this project were received by the Highway Commission on August 13th and we have been waiting for railroad and Bureau of Public Roads' approval before awarding the contract.

We are delivering by messenger, two copies of the Southern Pacific letter pertaining to this matter and if everything is in order, could we have your approval to make the award as of today.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L AH

L. H. Young
Office Engineer

NOTED
LLOYD P. SHAW

JAH:mb
cc: Lloyd P. Shaw
F. D. Morgan
Ivan Merchant

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1963
FOR FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA 94105

IN REPLY PLEASE REFER TO

September 20, 1963

911/323

0-PD-60-23

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
G. J. LYON
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
A. D. DEMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
C. E. NEAL
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

Mr. F. D. Morgan
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

NOTED
R. L. PORTER

Attention: Mr. T. W. Litchfield

Dear Sir:

Reference is made to your letter dated July 23, 1963, addressed to our Portland office, concerning construction plans for the Grand Avenue overcrossing of Southern Pacific Railroad and Division Street on the Pacific Highway in Multnomah County.

Confirming telephone conversation with representative of this office today, the plans for this proposed construction are satisfactory from a Railroad standpoint. Our office copy of the plans is enclosed herewith and you will find that it has been approved on behalf of Southern Pacific Company.

We have also reviewed your special provisions for the proposed construction and found them to be satisfactory so far as the interests of the Railroad are concerned.

Yours very truly,

H. M. Williamson

COPIES TO
AW PARSONS (2)
RL PORTER
L P SHAW
L H YOUNG
F D MORGAN
~~F P C~~
F B KLABOE
I D MERCHANT - WITH APPROVED PLANS
9-23-63
E

RECEIVED
SEP 23 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CONSTRUCTION DIVISION
RECEIVED
SEP 23 1963
SEP 23 1963
CE ACE ACE COE

RECEIVED
SEP 23 1963
FOR FILING

FORM E-30 50M 9-63 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1963

SUBJECT: SPRR Approval of Plans
Grand Ave. O'Xing of SPRR and Division St.
Pacific Highway East - Multnomah County
Project No. U-168(20)
(Assignment: LPS-158)

To:
Mr. Lloyd Shaw
Assistant State Highway Engineer
BUILDING

Construction plans for subject section were transmitted to the San Francisco office of the Southern Pacific Company on July 23, 1963.

Approximately four weeks ago we started inquiring through Mr. Norby of the Portland office as to the status of the plans. Mr. Norby has made numerous phone calls to San Francisco, but only to find the Engineer who approves these plans was in Sacramento.

It was found today he is back at his desk and is reviewing the plans. Mr. Norby expects an answer within the next two days.

9-20 Telephone to S.F. by Litchfield reveals plans OK, Steve

F. D. Morgan
Construction Engineer

PGP;bjm: fp

NOTED
LLOYD P. SHAW

SEP 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: August 28, 1963

FROM : T. Dec
Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(20)
Grand Ave. Overcrossing of S.P.R.R. and Division Street
Structure, Grading, and Paving

Mr. Young's August 14, 1963 letter requested our concurrence in the award of contract for the subject project. As verbally advised, concurrence is being withheld pending receipt of written evidence that the railroad company has approved the design plans as requested in our July 22, 1963 memorandum.

NOTED
LLOYD J. SWAW

RECEIVED
AUG 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 11 1963
MECHANICAL
PLUMBING
HEATING
VENTILATING
FOR FILING

UTILITIES
SEWER SYSTEMS
WATER SYSTEMS

LORD BROS. CONTRACTORS, INC.

9233 N. CALVERT AVENUE
PORTLAND 17, OREGON
285-4591

September 9, 1963

Oregon State Highway Department
Highway Building
Salem, Oregon

Subject: Grand Avenue Overcrossing - Extension of Time for Award of Contract

Attn: Mr. Floyd Querry, Secretary

Gentlemen:

In response to the telephone request of Mr. L. H. Young, Office Engineer, Lord Bros. Contractors, Inc. hereby grants to the State Highway Commission an extension of fifteen calendar days in which to award the contract for the Grand Avenue Overcrossing of S. P. R. R. and Division Street.

Sincerely,

LORD BROS. CONTRACTORS, INC.
By

W. T. Lord
W. T. Lord

PTO'C:W

Copy to Hell Young

NOTED
FLOYD QUERY

RECEIVED
SEP 11 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 1963
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No.

Salem, Oregon
Sept. 5, 1963

Agenda Item 4-k

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Don Harwell
Mapping & Record Engineer

Cooperative Construction Agreement
Grand Avenue Section
Union Ave.-Grand Ave. Structure
Pacific Highway East
City of Portland

Attached is a partially signed copy of a cooperative construction agreement with the City of Portland covering the Grand Avenue Overcrossing Unit of the Pacific Highway East in the City of Portland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
AUG 20 1963
FOR FILING

August 19, 1963

Oregon State Highway Commission

Gentlemen:

A cooperative construction agreement with the City of Portland relating to the Grand Avenue Overcrossing Unit of Pacific Highway East in southeast Portland is presented for your consideration.

Under terms of the agreement, the State shall prepare plans, award contracts, construct and maintain the Grand Avenue Overcrossing Unit of State Primary Highway No. 1 East, and shall close parts of Grand Avenue and Grant Street.

The City agrees to relocate utilities owned by the City and located upon City streets or City-owned property. The cost of moving such utilities is to be paid to the City by the State. The City agrees to relocate without cost to the State, City-owned utilities not on City streets or City-owned property or easements, and to use its powers to cause to be relocated all privately owned utilities located on City streets, also at no cost to the State.

The project which was approved January 28, 1960, will cost approximately $517,000.

To permit early awarding of the contract, this construction agreement was approved verbally by the Chairman of the Commission, Thursday, August 15. It will be presented for your formal approval at the August 29 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison

LPS:ajw bbc

RECEIVED
JUL 26 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

July 22, 1963

By:
C. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Oregon Project U-168(20)
Grand Avenue Overcrossing of S.P.R.R. & Division St.
Structure, grading and paving

P. S. & E. documents for the subject project are hereby approved. You are authorized to advertise the project for bids subject to the understanding that you will make any corrections found necessary following completion of our review of the special provisions which were received 36 hours after the deadline established by our January 9, 1963 memorandum. A signed copy of title sheet is returned herewith. Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, is now available for occupancy and contractor's use, and that no displacement of people was necessary after relocation assistance requirements were established as indicated in Mr. Wright's July 15, 1963 letter.

Our approval is with the further understanding that contract provisions relative to non-discrimination, furnished with Instructional Memorandum 20-1-63, dated July 18, 1963, will be furnished to prospective bidders and be physically included in the contract for the work.

The Southern Pacific Company railroad agreement, dated January 22, 1963 has been approved effective April 23, 1963. You are now authorized to proceed with railroad work included in the project. Written evidence that the railroad company has approved the design plans should be submitted prior to our concurrence in award.

Consideration should be given to corrections in paragraphs 2 and 3 under THINGS TO BE DONE BY CITY in your 7/16/63 draft of the agreement with the City of Portland. Evidence that city officials have signed the agreement should be furnished prior to our concurrence in award.

Your July 17, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

original To
Young - with
attach
cc Gifford
7-26-63

NOTED
LLOYD P. SHAW

MORE

The use of the July 1, 1963 issue of Supplemental General Provisions is approved for this specific project.

RECEIVED
JUL 25 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1963
FOR FILING
OFFICE OF CITY AUDITOR
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

April 30, 1963

RE: 322
0-PD-60-23

Southern Pacific Company
Union Station
Portland 9, Oregon

Attention: A. W. Kilborn, Superintendent

Gentlemen:

The easement granted by Southern Pacific Company to the City of Portland across the portion of the Southern Pacific Company right of way at S. E. Grand Avenue was recorded April 23, 1963 in Book 2164 on Page 255.

Yours very truly,

Ray Smith

Auditor of the City of Portland

JH:st

cc: Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Oregon

Attention: Mr. R. L. Porter,
Deputy State Highway Engineer

NOTED
R. L. PORTER

RECEIVED
MAY 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY - 1963
OREGON
STATE HIGHWAY COMMISSION

DIVISION

Easement to City of Portland from S.P.R.R. For Constr. of Grand Ave & City St. below Viaduct

N.1°07'15"E.

S.15°25'10"E.

AVE.

S.3°02'45"E.

Grand Ave 574+50
GD 701+74.20 POT.-9.R1

Union Ave 575+43.9 P.R.S.
GD 697+71.17 P.O.A.-9.R1

SE COR.

RECEIVED
APR 1 1963
FOR FILING

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

S-2660-B

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

April 17, 1963

322
O-PD-60-23

Mr. Ray Smith, City Auditor
City of Portland
1220 S. W. 5th Ave.
Portland, Ore.

Dear Sir:

Referring to your letter March 11 relative agreement for easement across portion of Southern Pacific Co. right of way at S. E. Grand Ave.:

Returned herewith is original indenture dated March 22, 1963 covering easement for widening Grand Ave. in connection with State Highway Dept. proposal for Grand Avenue overhead. If this instrument is placed of record, please advise recording data.

Yours truly,

A W Kilborn

cc: Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Dept.
Salem 10, Ore.

Attention: Mr. R. L. Porter,
Deputy State Highway Engineer

NOTED
R. L PORTER

RECEIVED
APR 18 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 26 1963
FOR FILING

Salem, Oregon
March 19, 1963

~~Misc. G. & A~~ (Railroad) 605

File No. 33481
Grand Avenue Viaduct
US99E - Portland-Multnomah County
Southern Pacific Company

Mr. L. I. Lindas
Chief Counsel
Office

Attention: Mr. Earl F. Saling
Right of Way Office Manager

We are sending you the originals of an Indenture and a Construction Agreement with the Southern Pacific Company covering the Grand Avenue Viaduct project in the City of Portland, for processing and recording, after which they are to be returned to General Files for filing.

Photo copies of the above documents have been retained pending return of the executed copies.

Secretary

rn
Attach: 2

RECEIVED
JAN 28 1963
COMMISSION ON

FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

January 25, 1963

Mr. R. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: File No. 33421
Grand Avenue Viaduct
US99E - Portland - Multnomah County
Southern Pacific Company

NOTED
R. L. PORTER

Dear Mr. Williamson:

Please find attached two duplicate originals each of a construction and easement agreement relative to the above-titled matter, which have been executed by the Highway Commission. Please secure the proper signatures of the railroad officials and return one fully executed copy of each agreement to this office.

When the State's executed copy is returned I would appreciate receiving ten additional copies each of your Exhibit "B" and your Drawing P-17784-A.

Yours very truly,

L. I. LIEDAS
Chief Counsel

By
J. L. HERSHBERGER
Staff Attorney

JLH:jr
Encls. 4

cc: Mr. A. W. Kilborn
Union Station
Portland 9, Oregon

R. L. Porter

RECEIVED
JAN 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 8 1962
FOR

December 28, 1962

Oregon State Highway Commission

Re: Grand Avenue Viaduct
US99E, Portland

Gentlemen:

There will be before you at the January 22 Commission meeting duplicate copies of an indenture of easement and a construction agreement with the Southern Pacific Company covering the Grand Avenue Viaduct in southeast Portland. This is the viaduct that connects McLoughlin Boulevard to the Grand Avenue-Union Avenue one-way couplet.

These have been reviewed and approved by the Engineering and Legal Divisions and we would recommend your approval and execution of both the indenture and the construction agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe

GSP:ms bbc

RECEIVED
FOR FILING

December 27, 1962

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Attention Mr. E. A. Kendrew

Dear Sir:

Re: Grand Avenue Viaduct
U8998, Portland

In reviewing the easement indenture covering the Grand Avenue Viaduct which crosses your tracks in southeast Portland, we discovered a typographical error in the fifth line from the bottom of the description of the property to which easement is being given. The original showed this as 01°07'45", whereas it should have read 01°07'15" to correspond with the northerly course on the other side of the easement area. We have retyped this sheet, correcting the typographical error, and have attached the new sheets to all copies of the easement indenture. Enclosed are three additional copies of this revised sheet for any use you may have for them.

In connection with the crossing agreement, the red color on the map does not show the ramp connecting with the westerly side of the viaduct as being constructed under this agreement. Actually, this ramp will be built from the south end at approximately Sherman Street northerly to a point just north of your north right-of-way line, and I would suggest that the ramp be colored within that area.

This agreement and the indenture will be presented to the Highway Commission at its next meeting on January 31, and should be returned to you for completion immediately thereafter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Paxson
Deputy State Highway Engineer

GSP:ms
enc.

BC: Mr. Forrest Cooper
Mr. I. D. Merchant (with copy of indenture & agreement)

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Oregon
December 24, 1962

SUBJECT: Grand Avenue Viaduct
Southern Pacific Railroad Company
Agreement and Indenture
File No. 33481 - Portland

To: Mr. G. S. Paxson
Deputy State Highway Engineer
O f f i c e

Herewith is returned the copy of the proposed agreement between State and Southern Pacific Company covering construction of the Grand Avenue Viaduct in Portland, and a copy of the indenture for the necessary easements to accomplish the construction.

It is my understanding that the typographical error contained in the description in the indenture has been corrected so that it is now acceptable to the Highway Department. The other provisions of the indenture are the usual clauses and are acceptable to the Department except that paragraph number 5 on page 2 of the indenture should have added to it "and except as provided in Oregon Legislative enactments."

The construction agreement has the usual provisions found in all of our agreements with Southern Pacific Company and is acceptable in it's present form.

J. N. HERSHBERGER
Staff Attorney

JNH:jr
Encl.

RECEIVED
DEC 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CO-121 (9-22-59)
(PRES. BY A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 20, 1962

By: G. R. Brooks
Acting Division Engineer

FROM : A. W. Parsons, Division Engineer
08-35.4-0 Salem, Oregon

SUBJECT: Grand Avenue Viaduct
Portland, Oregon

Attached hereto is a copy of an agreement between the State and the Southern Pacific Company covering the Grand Avenue Viaduct in southeast Portland.

Mr. Paxson's December 18, 1962 letter transmitting the agreement requested that we review it and advise as to our tentative approval. The agreement appears satisfactory and has our tentative approval. Please submit copies for formal approval when it has been fully executed by the State and the railroad company.

Attachment

RECEIVED
DEC 21 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1962
FOR FILING
East
South
Main
Portland

December 18, 1962

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Grand Avenue Viaduct
Portland

Herewith a copy of an agreement between the State and the Southern Pacific Company covering the Grand Avenue Viaduct in southeast Portland. This is a FAU job scheduled for late next summer. It would be appreciated if you would examine this agreement and advise as to your tentative approval. Conformed copies of the agreement will be furnished you when it is completed by the State Highway Commission and the Southern Pacific Company.

Please return this copy of the agreement so that it may be presented to the Highway Commission for execution.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

G. S. Pearce
Deputy State Highway Engineer

GSP:ms
encl.

bc Mr. Forrest Cooper
Mr. J. H. Hershberger

RECEIVED
AUG 23 1962
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
August 20, 1962

To:
Ivan Merchant
Bridge Engineer
B U I L D I N G

SUBJECT: Grand Avenue Overcrossing of Southern Pacific Railroad and Division Street
Grand Avenue Section
Pacific Highway East
City of Portland
Multnomah County - Bridge No. 8905

Attention: T. C. Roake

Attached there is a copy of the signing and barrier information proposed for use during the construction of the above mentioned section. This is in response to Mr. Roakes letter of August 6, 1962, to Mr. J. Al Head.

You will note that the barrier takes the form of either a modified guard rail installation or a 24" Felloe guard, rather than the typical Type I or Type II barricade. This is to allow sufficient room for the men to work behind the barrier and at the same time, provide for the continued use of four traffic lanes on the structure. Also, note that the spacing of the modified guard rail supports and the spacing for the Felloe guard anchor bolts remain to be determined.

There is approximately 600 feet of barrier indicated on the plan. If the barrier takes the form of the Felloe guard indicated, the cost would be approximately $3500, as opposed to the cost of the modified guard rail which would be about $2200. In addition, the modified guard rail would have a definite use after salvage, whereas it might prove difficult to use the 1200 feet of 12" x 12" timbers. The modified metal guard rail installation is recommended.

While the attached plan does not preclude minor alterations, it is recommended that the signing and the width of the traveled way not be altered from that indicated.

Your letter also requested a plan for the permanent installation of highway luminaires. This illumination plan will be delivered as soon as possible under separate cover.

NOTED
TOM EDWARDS

Original signed by
F. B. CRANDALL

AUG 21 1962
STATE HIGHWAY ENGINEER

F. B. Crandall
Traffic Engineer

DBA:mgm
Attachment
cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
COMMISSIONERS 1962
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

August 20, 1962

Mr. Sid Leo
Utility Engineer
City of Portland
City Hall
Portland, Oregon

Dear Mr. Leo:

We are transmitting, under separate cover, copies of a plan sheet showing the proposed Grand Avenue Overcrossing and the Southern Pacific Railroad in the vicinity of Division Street.

It is requested that you indicate on this drawing the approximate location of street light pole footings. The design of this illumination should be integrated with your existing surface street system.

Would you also please advise us as to the anchor bolt size, bolt circle diameter and conduit size. This material is necessary in order that we might include it as a portion of the structure at such time as the project is let to contract.

Based on past projects of this type, it is assumed that the actual illumination installation will be the responsibility of the City of Portland, while the footing and conduit installation will be included as a part of the structure cost.

Very truly yours,

Tom Edwards
Asst. State Highway Engineer

by

F. B. Crandall
Traffic Engineer

FBC:mgm
bc: Tom Edwards
F. B. Crandall
Lloyd P. Shaw
D. L. Petersen

NOTED
TOM EDWARDS

RECEIVED
AUG 21 1962
OFFICE OF

RECEIVED
OCT 12 1961
FOR FILING

4nw-1

October 10, 1961

Hon. Terry D. Schrunk, Mayor
City of Portland
City Hall
Portland, Oregon

Dear Mayor Schrunk:

The State Highway Commission at its meeting on September 15, 1961 adopted a survey concerning improvement of the Grand Avenue Overcrossing of SP RR and Division Street, Grand Avenue Section of the Pacific Highway East. For your information we have attached a sketch map showing the route of the new section and a copy of the Commission's resolution adopting the survey (Survey Resolution No. 243).

You will recall that a public hearing on this project, known then as Grand Avenue Viaduct Section, was held in Portland on May 24, 1961 and a transcript of the hearing was sent to you. The Commission took action only after careful study of the transcript and consideration of the Highway Engineer's recommendation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

Att.

cc: Board of County Commissioners
Multnomah County Courthouse
Portland, Oregon

V. Wolfe

RECEIVED
SEP 1961
FOR FILING

September 5, 1961

Oregon State Highway Commission

Gentlemen:

Our survey on the Grand Avenue Overcrossing of the Southern Pacific Railroad Company tracks and Division Street on the Pacific Highway East has been completed. A public hearing was held on this project in May 1961, at which time there were no objections voiced to this project.

The length of this section is 0.3 mile, and I am attaching a map for your information. You have approved $410,000 for construction and right of way in Program 6.

I recommend your approval of this survey and authority to purchase the necessary right of way.

This matter will be on the agenda for the meeting on September 15.

Very truly yours,

W. C. Williams
State Highway Engineer

(Construction) mc

Enclosure

cc Tom Edwards
Walter Wright

END OF SURVEY
Sta. 584+70

S.E. 6TH AVE.

Located (North Bound)

Highway

S.E. GRAND AVE.

US 99E

Existing (South Bound)

Highway

S.E. STEPHENS ST.

S.E. HARRISON ST.

S.E. LINCOLN ST.

S.E. DIVISION

Pacific

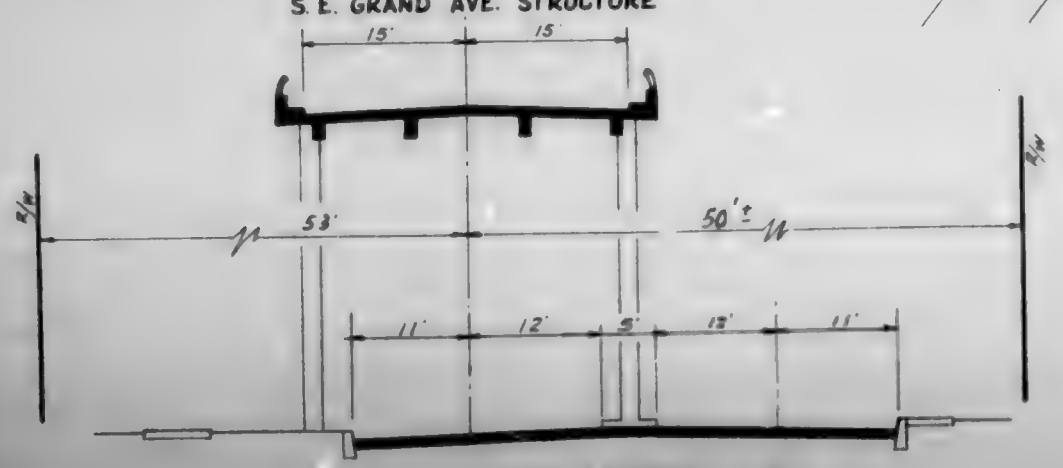
UNION

S.E.

US 99E

Southern

S. E. GRAND AVE. STRUCTURE



SECTION A

Public Hearing

System Action
County
State Highway C
Bureau of Public

Throughway Resoluti

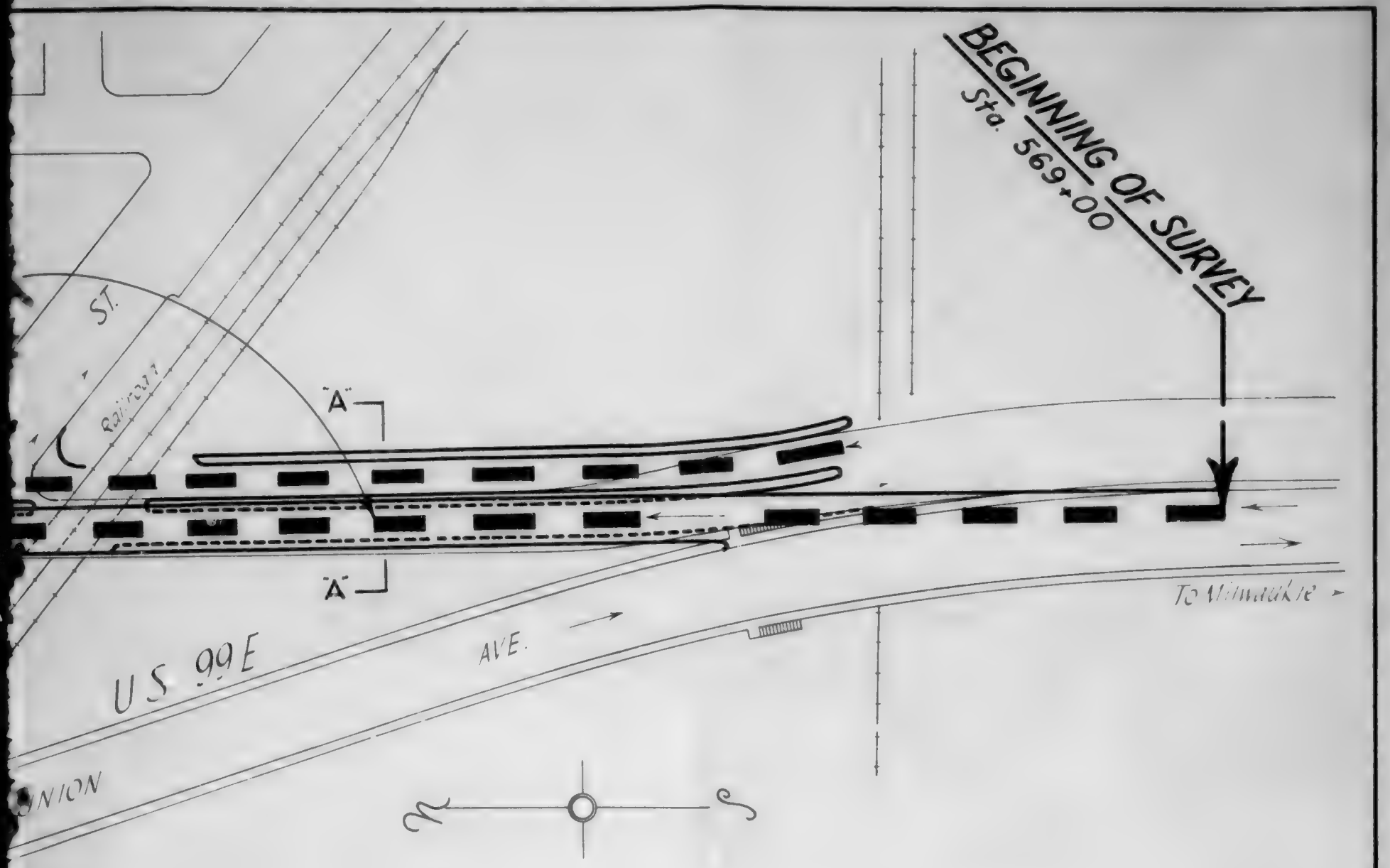
Access Control

APPR

DEPUTY STATE HIGHWAY

SEP 5 1

DATE



ing	May 24, 1961
on	
	Not Required
ighway Commission	Required
f Public Roads	Required
Resolution Adopted	Nov. 3, 1948
rol	Required

APPROVED

HIGHWAY ENGINEER

P 5 0 1

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

GRAND AVE. OVERCROSSING OF S P R R & DIVISION ST.

GRAND AVE. SECTION

PACIFIC HIGHWAY EAST

MULTNOMAH COUNTY

Scale 1" = 100' July, 1961

DRG. NO. 1R-3-1314

For Details See Drg. No. 1A-16-18, Dec., 1960

RECEIVED
AUG 17 1961
FOR FILING

August 17, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage, N. E.
Salem, Oregon

Dear Mr. Polk:

In compliance with the provisions of PPM 20-8 (1) dated June 16, 1959, the Mayor of Portland was notified by letter dated April 6, 1961, of the Highway Commission's proposed plans to construct the Grand Avenue Viaduct Section of the Pacific Highway East in Portland. Public notice was published in the Portland "Oregonian," "Oregon Journal" and "Reporter" on April 12 and April 19. On April 24 a request was received from the Mayor stating that the City Council had authorized him to request a hearing on the project. On May 2 the Mayor was notified by letter that an informal public hearing was to be held in the city hall annex from 9:00 a.m. to 11:30 a.m. on May 24 and a formal hearing in the Council chambers in the city hall on the same day. A transcript of the hearing and copies of all correspondence on the matter are attached.

The State Highway Department has considered the economic effects in adopting this location.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

JDG:djb
cc: H. S. Cox

RECEIVED
JUN 1 1961

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1961

SUBJECT:

To:

MEMO TO THE FILE

Grand Ave.

At the public hearing concerning the Grand Avenue extension, Clement Risberg of Risberg Truck Lines, 2339 S.E. Grand Avenue, and M. J. Edwards, owner of the property which Risberg operates under lease, appeared and requested that they be assured continued entry to property which they now operate.

This property is at the ground level and entry is gained from that portion of Grand Avenue which crosses the Southern Pacific Railroad at grade.

They were assured that such access would be kept open to them.

Tom Edwards
Construction Engineer

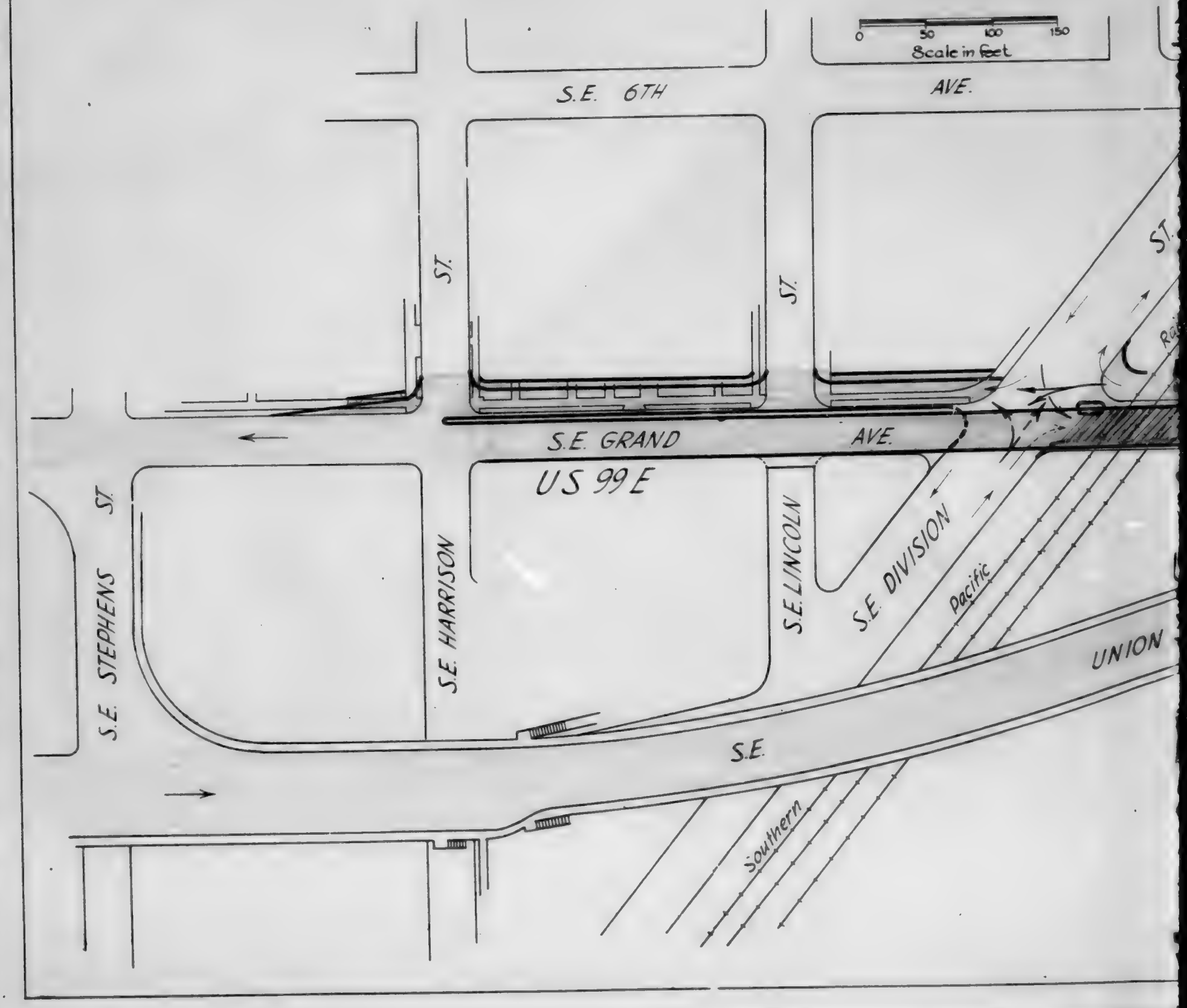
TE:jw

cc Forrest Cooper
R. L. Porter
Walter T. Wright
C. G. Swenson
Ivan Merchant
Lloyd Shaw

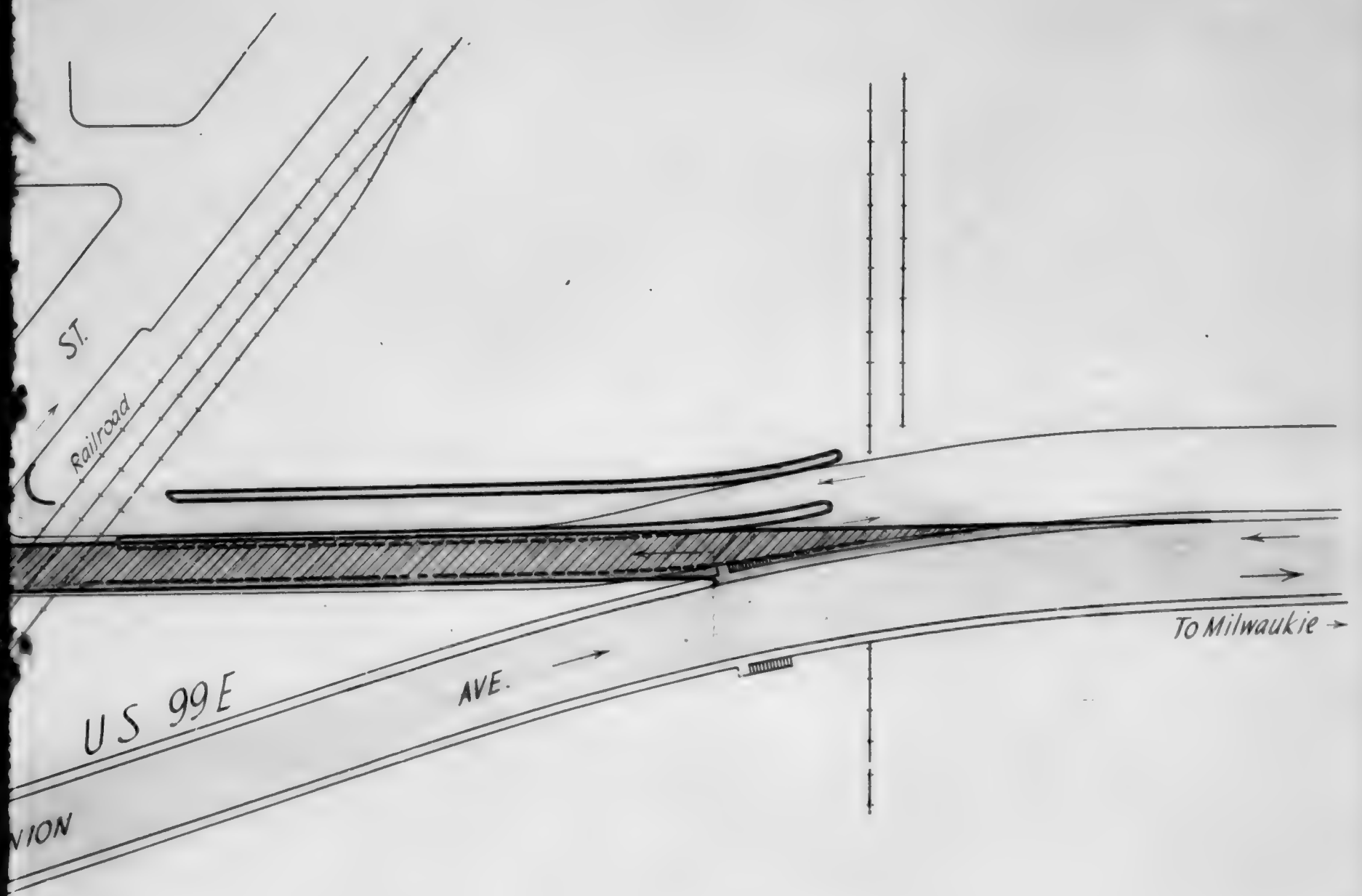
HEARING MAP

GRAND AVE. SECTIO
PACIFIC HIGHWAY EAST

April, 1961



TION
AST



1A-17-4

RECEIVED
APR 25 1961
FOR FILE

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

408 State Highway Building
Salem, Oregon

DATE: April 24, 1961

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. I. D. Merchant

FROM : C. G. Polk, Division Engineer
08-35.6 Salem, Oregon

By: D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project U-168(20) - Proposed Grand Avenue Overcrossing of SPRR and Division Street in Portland, Bridge No. 8905

With reference to the preliminary plans for this structure received with your letter of March 27, 1961, we offer the following suggestions for your consideration. These items were discussed verbally with you on April 21.

It appears that the pedestrian traffic using the Union Avenue structure sidewalk is extremely low and therefore would not justify the construction of sidewalk facilities on the portion of the proposed Grand Avenue structure where it joins the Union Avenue structure. We suggest you investigate the possibility of closing off the east sidewalk on the Union Avenue structure. If this can be done, the proposed new sidewalk from Station 570 to 573+29 could be replaced with an 18" refuge curb and the stairways and walk at Station 573+40 could be eliminated.

For improvement of the general appearance of the structure, we suggest you use equal or nearly equal span lengths from about Station 573 to 576+74.

If the State plans to acquire all of the property on the west side of Grand Avenue between Lincoln and Harrison Streets, then we suggest the retaining wall on the west side of the proposed facility be eliminated.

Copy forwarded to Mr. Merchant April 25. er

RECEIVED
APR 24 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 20 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1961

NOTED
W. C. WILLIAMS

SUBJECT:

To: W. C. Williams
State Highway Engineer

Attached is a photo copy of a letter, dated April 17, 1961, from the Port of Portland in which they advise that they have no objections to the proposed construction of the Grand Avenue Viaduct Section of the Pacific Highway East in Portland.

We advised Mayor Terry Schrunk of the Commission's plans for this proposed viaduct on April 6 and requested that he write us by April 24 as to whether or not the City wishes a hearing on the project. We have not yet heard from the City of Portland.

Floyd Query

Floyd Query, Secretary

jmc

cc: Tom Edwards
V. D. Wolfe
C. G. Swenson (2)

RECEIVED
APR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Commissioners
ERLING E. JACOBSEN
President
DONALD G. DRAKE
Vice-President
ROBERT B. WILSON
Secretary
HOWARD B. SOMERS
Treasurer
LEE E. CALDWELL
HAROLD S. HIRSCH
RAYMOND M. KELL
DENNIS J. LINDSAY
LEW S. RUSSELL

General Manager
JOHN J. WINN, JR.

Executive Assistant to the General Manager
ERNEST HAYCOX, JR.
Mgr., Aviation Dept.
J. V. FRYBERGER
Mgr., Industrial Development Dept.
C. H. COVER
Mgr., Marine Dept.
A. J. HEINEMAN
Chief Engineer
R. A. NEUMEISTER
Comptroller
E. W. BAUER
Director of Public Information
E. H. DIDIUN

All mail should be addressed to The Port of Portland and not to an individual.

THE PORT OF PORTLAND

Swan Island, P. O. Box 4099, Portland 8, Oregon

April 17, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have noted with interest your sketch map of the proposed Grand Avenue viaduct transmitted by a copy of your letter, dated April 6, 1961, to Mayor Schrunk.

Please be advised that The Port of Portland has no objections to the proposed installation. It is our feeling that the proposed structure will eliminate a presently very unsatisfactory condition.

Thank you for the opportunity to voice our opinion on these matters.

Very truly yours,

THE PORT OF PORTLAND

John J. Winn

JOHN J. WINN, JR.
General Manager

ERA:mb

RECEIVED
APR 19 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 19 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

RECEIVED
FEB 23 1961
FOR FILING

February 23, 1961

Mr. A. W. Kilborn, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Re: Grand Avenue Section
Pacific Highway East
Multnomah County

Dear Sir:

The Highway Department proposes to build a structure carrying Grand Avenue over your trucks in the vicinity of Grant Street in Southeast Portland. I am attaching two copies of a location prospectus concerning this project.

Our location surveys are just getting started, and we will contact you later with details of the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:bb

cc to: Mr. W. C. Williams

RECEIVED
FEB 21 1961
FOR FILING

2-17-61

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
GRAND AVENUE EXTENSION SECTION
PACIFIC EAST HIGHWAY
MULTNOMAH COUNTY

The following prospectus is submitted concerning the above-mentioned section of Pacific Highway East, which is a State Primary facility on the Federal Aid Primary System. The northerly terminus is at S.E. Stephens Street on Grand Avenue. The southerly terminus is opposite S.E. Division Place on the Union Avenue Viaduct. Total overall length of the project is 0.25 mile.

This will be a location survey to prepare plans, estimates, and specifications for a connection from the Union Avenue Viaduct over the Southern Pacific Railroad tracks, S.E. Division Street, and back to grade at Stephens Street on Grand Avenue. The project is within the metropolitan area of Portland and is a portion of the future three-level East Marquam Interchange.

Soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The existing 1959 ADT is 12,800 and the projected 1979 ADT is 19,500. Traffic warrants a two-lane connecting viaduct on tangent with a maximum grade of 5.5 per cent. The typical section will consist of a 30-foot curb-to-curb viaduct section. On leaving Union Avenue Viaduct, the proposed Grand Avenue Extension will carry two 12-foot travel lanes with 3 feet of curb shy distance both sides. On the north end of the project, provisions will be made for a frontage road with 20 feet of curb-to-curb travel way and a 5-foot sidewalk. Deviations from State and Federal Standards are not anticipated.

There is no existing facility from the Union Avenue Viaduct to Grand Avenue. The proposed rise and fall is 12± feet. This is a tangent section.

This will be a two-lane viaduct with no direct access.

The viaduct, upon leaving the Union Avenue Viaduct, will pass over three tracks of the Southern Pacific Railroad Company. This connection is a part of the East Marquam Interchange.

The tentative base design for approaches by G. L. Decker is:

Paving	8" P.C.C.
Top Course, Base	2"
Bottom Course, Base	10"
Total Depth	20"

(Base design is subject to change upon completion of soils investigation.)

Materials are available from local and commercial sources.

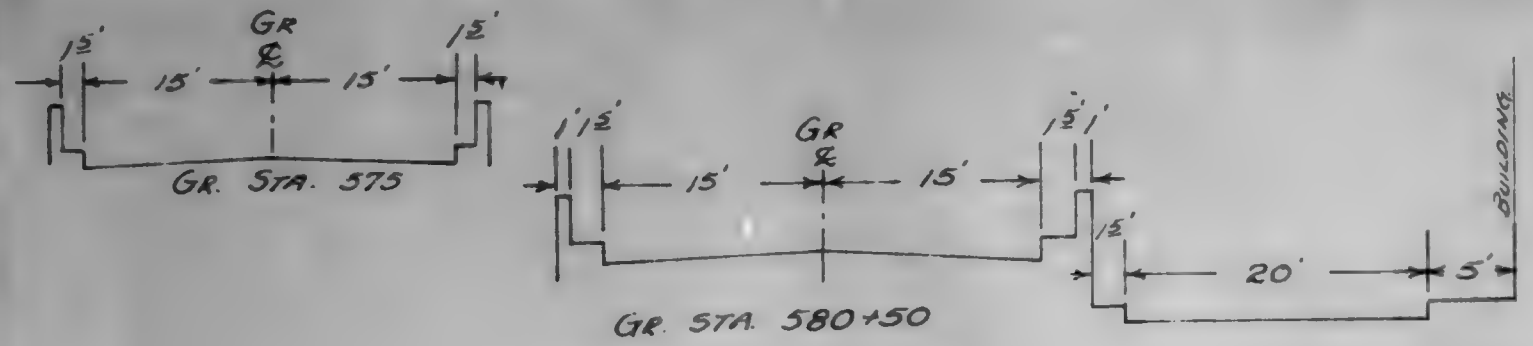
Final agreements with the City of Portland and a number of private utility companies will be necessary.

February 17, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
Lloyd Shaw (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED



TYPICAL SECTION

PROSPECTUS MAP
GRAND AVE. EXTENSION

PACIFIC HWY EAST, MULT. COUNTY
AUG. 1960



DESCRIPTION ONLY

File No. 33481
RR 6-1-61
1A-16-18

Southern Pacific Railroad Company

Grand Avenue Section

Pacific Highway

Multnomah County

Permanent Easement for Structure and Road Purposes

A parcel of land lying in Blocks 54 and 68, Stephen's Addition to East Portland in the City of Portland, Multnomah County, Oregon, containing 5400 square feet.

F-115(19) N. Unit, Astoria-Camp Rilea 1963
Sec., Oregon Coast Hwy. (Paving,
6337

RECEIVED
SEP 20 1965
FOR FILING

MARTIN MARIETTA CORPORATION 277 Park Avenue, New York, New York 10017

F 112 (4)
6337

September 8, 1965

Page Paving Co.
P. O. Box 2206
Salem, Oregon

Gentlemen:

Subject: J. C. Denton & Sons, Inc.
Their Order No. 64-62-3040
North Unit - Astoria - Camp Rilea Section
Oregon Coast Highway - Clatsop County
Contract No. 6337

Notice is hereby given that the Martin Marietta Corporation has a claim for $5,012.50 due from J. C. Denton & Sons, Inc., Beaverton, Oregon, covering guard rail furnished on the above project. Following is the date, invoice number, and amount:

7/1/64	Invoice No. 10817	$ 5,012.50

It is suggested that sufficient funds be withheld from your sub-contractor, J. C. Denton & Sons, Inc., since it may be necessary to look to your firm for payment and also to file against your surety, Great American Insurance Company.

Will appreciate your acknowledging receipt of this letter.

Very truly yours,

MARTIN MARIETTA CORPORATION

R. R. Riskin
General Credit Manager

RRR:lp

cc: Oregon State Highway Dept.
Attn: Mr. Floyd Query

J. C. Denton & Sons, Inc.

Great American Insurance Co.

REGISTERED MAIL
RETURN RECEIPT REQUESTED

6337 Completed 9-3-64
accepted 10-22-64

=6237 STATE COPY

Monthly transaction number	PR-2A (8-[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
8-41		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
14		Clatsop
		Project number F-115(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 14, , 1963, is hereby modified as follows:

Revised estimated total cost of project $ 431,809.82

Revised Federal funds $ 271,705.88

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2 day of August , 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W S Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By: L R Backlund
L. R. Backlund
Administrative Manager

USCOMM-DC 8120-P63

Monthly transaction number	Form 2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	to Oregon
F-11 (19) 4-64		County Clatsop
Project report number (-) 9	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 4-15-64	Project number F-115(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 14, 19 63, is hereby modified as follows:

Revised estimated total cost of project $ 383,174.00

Revised Federal funds $ 241,000.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 15 day of April, 19 64.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd A. Stutz

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. U. Parsons
Division Engineer

By L. H. Backlund, Administrative Mgr.

USComm-DC 11170

Oregon State Highway Department

Federal Aid
Project No. F-115(19)

SALEM UNIT, ASPHALTIC-CONCRETE PAVING SECTION

OF THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices. Revised to include all work retained in PS &E status.)

Salem, Oregon, March 31, 1964

Base Line 1202
Location (Sta. 0+00 to Sta. 175+00.92) (Contract 6037)

Clearing and Grubbing	All Required		$ 10,000.00
Drainage Excavation, Unclassified	100 cu.yds.	$ 3.00	300.00
Embankment in Place	20,000 cu.yds.	1.15	23,000.00
Selected Sand Subgrade in Place	6,800 cu.yds.	1.35	9,180.00
Furnishing and Placing Topsoil	2,000 cu.yds.	5.15	10,300.00
Rounding Cutbanks	250 lin.ft.	0.20	50.00
8-inch Culvert Pipe	48 lin.ft.	2.60	124.80
18-inch Asbestos-Protected Corrugated Steel Pipe	100 lin.ft.	5.00	500.00
6-inch Perforated Metal Drain Pipe	700 lin.ft.	1.80	1,260.00
8-inch Perforated Metal Drain Pipe	220 lin.ft.	2.10	462.00
10-inch Metal Drain Pipe	300 lin.ft.	2.85	855.00
12-inch Metal Drain Pipe	80 lin.ft.	3.10	248.00
Special Backfill in Drains	50 lin.ft.	6.00	300.00
18-inch Culvert End Sections	1 only	35.00	35.00
Concrete Inlets, Type "G"	5 only	150.00	750.00
Adjustment of Inlets	1 only	50.00	50.00
Adjustment of Manholes	1 only	50.00	50.00
Concrete Curbs	134 cu.yds.	70.00	9,380.00
Concrete Walks	110 sq.yds.	4.90	539.00
Concrete in Islands	24 cu.yds.	50.00	1,200.00
1-inch Electrical Conduit	100 lin.ft.	2.50	250.00
1-1/2 inch Electrical Conduit	500 lin.ft.	3.00	1,500.00
2-1/2 inch Electrical Conduit	100 lin.ft.	5.00	500.00
Metal Guard Rail	15,500 lin.ft.	2.50	38,750.00
Rail End Pieces	20 only	5.00	100.00
Guide Posts, M-1	86 only	7.00	602.00
Guide Posts, Y-1	28 only	8.00	224.00
Coarse Crushed Material in Base	20,400 tons	3.15	64,260.00
3/4" - 0 Material in Base	10,300 tons	3.35	34,505.00
Sprinkling	715 M-gals.	3.50	2,502.50
RC-1 Asphalt in Sprinkling	12,700 gals.	0.30	3,810.00
Preparation of Base	2.55 miles	500.00	1,275.00
3/4" - 0 Material in Binder Course	355 cu.yds.	7.00	2,485.00
RC-250 Asphalt	54 tons	50.00	2,700.00
Class "F" Asphaltic Concrete	13,400 tons	9.15	122,610.00

Extra for Paving Approaches	17 only	$ 40.00	$ 680.00
Asphaltic Concrete Traffic Markers, Type L	30 lin.ft.	2.00	60.00
			$345,397.30
Flagging (57½ of Contractor's Cost)	All Required (95%)		950.00
Signing	All Required (95%)		1,235.00
Seeding and Mulching	All Required		150.00
			$ 2,335.00
Utilities			
Work by City of Astoria	All Required		$ 607.90
	Subtotal		$348,340.20
	10% Engr. & Cont.		34,833.80
	Total		$383,174.00

Length of Roadway	2.538 Miles
Length of 1 Structure	0.796 Mile (Exception
Total Length	3.334 Miles
Cost of Roadway per Mile	$150,382.26

Federal Funds	$241,000.00
State Funds	142,174.00
	$383,174.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939.

State Funds for Maint: Chap. 329, Laws 1939.

NORTH UNIT, ARIZONA-CALIFORNIA SECTION

PROJECT B-115(19)

Estimated cost of work by the City of Ajo

Materials	$177.25
Labor	151.36
Equipment	200.00
Overhead	79.29
	$607.90

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
F- (11)1-44	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 11-14-63	Oregon
PROJECT REPORT NO. 1		COUNTY Clatsop
		PROJECT NO. F-115(19)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 101 Hamburg Ave. Astoria to Warrenton

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-63	2.548
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 382,505.00	$ 240,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd I. Stone

Asst. State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons, Division Engineer
L. E. Eacklund, Administrative Manager

Date executed by Division Engineer November 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

FORM PR-2, FEDERAL-AID PROJECT AGREEMENT (SUPPLEMENT)

REQUIRED NONDISCRIMINATION PROVISION FOR INCLUSION IN THE FEDERAL-AID PROJECT AGREEMENT BETWEEN THE STATE HIGHWAY DEPARTMENT AND THE BUREAU OF PUBLIC ROADS

THE STATE HIGHWAY DEPARTMENT HEREBY AGREES THAT IT WILL INCORPORATE OR CAUSE TO BE INCORPORATED INTO ANY CONTRACT FOR CONSTRUCTION WORK, OR MODIFICATION THEREOF, AS DEFINED IN THE RULES AND REGULATIONS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, WHICH IS PAID FOR IN WHOLE OR IN PART WITH FUNDS OBTAINED FROM THE FEDERAL GOVERNMENT OR BORROWED ON THE CREDIT OF THE FEDERAL GOVERNMENT PURSUANT TO A GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, OR UNDERTAKEN PURSUANT TO ANY FEDERAL PROGRAM INVOLVING SUCH GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, THE FOLLOWING EQUAL OPPORTUNITY CLAUSE:

"DURING THE PERFORMANCE OF THIS CONTRACT, THE CONTRACTOR AGREES AS FOLLOWS:

(1) THE CONTRACTOR WILL NOT DISCRIMINATE AGAINST ANY EMPLOYEE OR APPLICANT FOR EMPLOYMENT BECAUSE OF RACE, CREED, COLOR OR NATIONAL ORIGIN. THE CONTRACTOR WILL TAKE AFFIRMATIVE ACTION TO ENSURE THAT APPLICANTS ARE EMPLOYED, AND THAT EMPLOYEES ARE TREATED DURING EMPLOYMENT WITHOUT REGARD TO THEIR RACE, CREED, COLOR OR NATIONAL ORIGIN. SUCH ACTION SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING: EMPLOYMENT, UPGRADING, DEMOTION OR TRANSFER; RECRUITMENT OR RECRUITMENT ADVERTISING; LAYOFF OR TERMINATION; RATES OF PAY OR OTHER FORMS OF COMPENSATION; AND SELECTION FOR TRAINING, INCLUDING APPRENTICESHIP. THE CONTRACTOR AGREES TO POST IN CONSPICUOUS PLACES, AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT, NOTICES TO BE PROVIDED SETTING FORTH THE PROVISIONS OF THIS NONDISCRIMINATION CLAUSE.

(2) THE CONTRACTOR WILL, IN ALL SOLICITATIONS OR ADVERTISEMENTS FOR EMPLOYEES PLACED BY OR ON BEHALF OF THE CONTRACTOR, STATE THAT ALL QUALIFIED APPLICANTS WILL RECEIVE CONSIDERATION FOR EMPLOYMENT WITHOUT REGARD TO RACE, CREED, COLOR OR NATIONAL ORIGIN.

(3) THE CONTRACTOR WILL SEND TO EACH LABOR UNION OR REPRESENTATIVE OF WORKERS WITH WHICH HE HAS A COLLECTIVE BARGAINING AGREEMENT OR OTHER CONTRACT OR UNDERSTANDING, A NOTICE TO BE PROVIDED ADVISING THE SAID LABOR UNION OR WORKERS' REPRESENTATIVE OF THE CONTRACTOR'S COMMITMENTS UNDER THIS SECTION, AND SHALL POST COPIES OF THE NOTICE IN CONSPICUOUS PLACES AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT.

(4) THE CONTRACTOR WILL COMPLY WITH ALL PROVISIONS OF EXECUTIVE ORDER No. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND OF THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY CREATED THEREBY.

(5) THE CONTRACTOR WILL FURNISH ALL INFORMATION AND REPORTS REQUIRED BY EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER No. 11114 OF JUNE 22, 1963, AND BY THE RULES, REGULATIONS AND ORDERS OF THE SAID COMMITTEE, OR PURSUANT THERETO, AND WILL PERMIT ACCESS TO HIS BOOKS, RECORDS AND ACCOUNTS BY THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE FOR PURPOSES OF INVESTIGATION TO ASCERTAIN COMPLIANCE WITH SUCH RULES, REGULATIONS AND ORDERS.

(6) IN THE EVENT OF THE CONTRACTOR'S NONCOMPLIANCE WITH THE NONDISCRIMINATION CLAUSES OF THIS CONTRACT OR WITH ANY OF THE SAID RULES, REGULATIONS OR ORDERS, THIS CONTRACT MAY BE CANCELLED, TERMINATED OR SUSPENDED IN WHOLE OR IN PART AND THE CONTRACTOR MAY BE DECLARED INELIGIBLE FOR FURTHER GOVERNMENT CONTRACTS OR FEDERALLY ASSISTED CONSTRUCTION CONTRACTS IN ACCORDANCE WITH PROCEDURES AUTHORIZED IN EXECUTIVE ORDER No. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND SUCH OTHER SANCTIONS MAY BE IMPOSED AND REMEDIES INVOKED AS PROVIDED IN THE SAID EXECUTIVE ORDER OR BY RULE, REGULATION OR ORDER OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, OR AS OTHERWISE PROVIDED BY LAW.

(7) THE CONTRACTOR WILL INCLUDE THE PROVISIONS OF PARAGRAPHS (1) THROUGH (7) IN EVERY SUBCONTRACT OR PURCHASE ORDER UNLESS EXEMPTED BY RULES, REGULATIONS OR ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY ISSUED PURSUANT TO SECTION 303 OF EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, SO THAT SUCH PROVISIONS WILL BE BINDING UPON EACH SUBCONTRACTOR OR VENDOR. THE CONTRACTOR WILL TAKE SUCH ACTION WITH RESPECT TO ANY SUBCONTRACT OR PURCHASE ORDER AS THE BUREAU OF PUBLIC ROADS MAY DIRECT AS A MEANS OF ENFORCING SUCH PROVISIONS, INCLUDING SANCTIONS FOR NONCOMPLIANCE: PROVIDED, HOWEVER, THAT IN THE EVENT A CONTRACTOR BECOMES INVOLVED IN, OR IS THREATENED WITH, LITIGATION WITH A SUBCONTRACTOR OR VENDOR AS A RESULT OF SUCH DIRECTION BY THE BUREAU, THE CONTRACTOR MAY REQUEST THE UNITED STATES TO ENTER INTO SUCH LITIGATION TO PROTECT THE INTERESTS OF THE UNITED STATES."

THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL BE BOUND BY THE ABOVE EQUAL OPPORTUNITY CLAUSE IN ANY FEDERALLY ASSISTED CONSTRUCTION WORK WHICH IT PERFORMS ITSELF OTHER THAN THROUGH THE PERMANENT WORK FORCE DIRECTLY EMPLOYED BY AN AGENCY OF GOVERNMENT.

THE STATE HIGHWAY DEPARTMENT AGREES THAT IT WILL COOPERATE ACTIVELY WITH THE BUREAU OF PUBLIC ROADS AND THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY IN OBTAINING THE COMPLIANCE OF CONTRACTORS AND SUBCONTRACTORS WITH THE EQUAL OPPORTUNITY CLAUSE AND THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE COMMITTEE, THAT IT WILL FURNISH THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE SUCH INFORMATION AS THEY MAY REQUIRE FOR THE SUPERVISION OF SUCH COMPLIANCE, AND THAT IT WILL OTHERWISE ASSIST THE BUREAU OF PUBLIC ROADS IN THE DISCHARGE OF THE BUREAU'S PRIMARY RESPONSIBILITY FOR SECURING COMPLIANCE. THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL REFRAIN FROM ENTERING INTO ANY CONTRACT OR CONTRACT MODIFICATION SUBJECT TO EXECUTIVE ORDER 11114 WITH A CONTRACTOR DEBARRED FROM, OR WHO HAS NOT DEMONSTRATED ELIGIBILITY FOR, GOVERNMENT CONTRACTS AND FEDERALLY ASSISTED CONSTRUCTION CONTRACTS PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925 AND WILL CARRY OUT SUCH SANCTIONS AND PENALTIES FOR VIOLATION OF THE EQUAL OPPORTUNITY CLAUSE AS MAY BE IMPOSED UPON CONTRACTORS AND SUBCONTRACTORS BY THE BUREAU OF PUBLIC ROADS OR THE COMMITTEE PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925. IN ADDITION, THE STATE HIGHWAY DEPARTMENT AGREES THAT IF IT FAILS OR REFUSES TO COMPLY WITH THESE UNDERTAKINGS THE BUREAU OF PUBLIC ROADS MAY CANCEL, TERMINATE OR SUSPEND IN WHOLE OR IN PART THIS GRANT (CONTRACT, LOAN, INSURANCE, GUARANTEE), MAY REFRAIN FROM EXTENDING ANY FURTHER ASSISTANCE UNDER ANY OF ITS PROGRAMS SUBJECT TO EXECUTIVE ORDER 11114 UNTIL SATISFACTORY ASSURANCE OF FUTURE COMPLIANCE HAS BEEN RECEIVED FROM SUCH STATE HIGHWAY DEPARTMENT, OR MAY REFER THE CASE TO THE DEPARTMENT OF JUSTICE FOR APPROPRIATE LEGAL PROCEEDINGS.

Oregon State Highway Department

Federal-Aid
Project No. F-115(16)

[illegible] ASPHALTIC CONCRETE SURFACE

OF THE [illegible] HIGHWAY IN [illegible] COUNTY

(Estimate as a basis for contract agreement. Based on low bid prices.)

[illegible], Oregon, October 27, 1941

Term Code 6302
Highway [illegible] (Salt Creek to [illegible]) (Eastern Unit)

Clearing and Grubbing	All Required		$ [illegible]
Drainage Excavation, Unclassified	[illegible] cu.yds.	$ 0.60	[illegible]
Embankment in Place	[illegible] cu.yds.	1.15	[illegible]
Selected Sand Subgrade in Place	[illegible] cu.yds.	1.35	[illegible]
Furnishing and Placing Topsoil	[illegible] cu.yds.	0.15	[illegible]
Rounding Cutbanks	[illegible] Sta.	0.20	[illegible]
8-inch Culvert Pipe	[illegible] Lin.Ft.	0.60	[illegible]
10-inch Asbestos-Protected Corrugated Steel Pipe	[illegible] Lin.Ft.	0.70	[illegible]
6-inch Perforated Metal Drain Pipe	[illegible] Lin.Ft.	0.60	[illegible]
8-inch Perforated Metal Drain Pipe	[illegible] Lin.Ft.	0.70	[illegible]
6-inch Metal Drain Pipe	[illegible] Lin.Ft.	0.55	[illegible]
8-inch Metal Drain Pipe	[illegible] Lin.Ft.	0.60	[illegible]
Special Backfill in Drains	[illegible] Lin.Ft.	0.30	[illegible]
12-inch Culvert End Sections	[illegible] each	33.00	[illegible]
Concrete Inlets, Type "C"	[illegible] each	150.00	[illegible]
Adjustment of Inlets	[illegible] each	20.00	[illegible]
Adjustment of Manholes	[illegible] each	30.00	[illegible]
Concrete Curbs	[illegible] cu.yds.	7.00	[illegible]
Concrete Walks	[illegible] sq.yds.	0.90	[illegible]
Concrete in Islands	[illegible] cu.yds.	7.00	[illegible]
3-inch Electrical Conduit	[illegible] Lin.Ft.	0.80	[illegible]
4-inch Electrical Conduit	[illegible] Lin.Ft.	0.90	[illegible]
6-inch Electrical Conduit	[illegible] Lin.Ft.	0.10	[illegible]
Metal Guard Rail	[illegible] Lin.Ft.	0.50	[illegible]
Rail End Pieces	[illegible] each	7.00	[illegible]
Guide Posts, W-1	[illegible] each	7.00	[illegible]
Guide Posts, Y-1	[illegible] each	8.00	[illegible]
Coarse Crushed Material in Base	[illegible] tons	1.15	[illegible]
3/4" - 0 Material in Base	[illegible] tons	1.35	[illegible]
Sprinkling	[illegible] M.gals.	3.00	[illegible]
MC-1 Asphalt in Sprinkling	[illegible] gals.	.10	[illegible]
Preparation of Base	[illegible] miles	80.00	[illegible]
1/4" - 0 Material in Binder Course	[illegible] cu.yds.	7.00	[illegible]
RC-250 Asphalt	[illegible] tons	[illegible]	[illegible]
Class "B" Asphaltic Concrete	[illegible] tons	9.15	[illegible]
Extra for Paving Approaches	[illegible] each	4.00	[illegible]
Asphaltic Concrete Traffic Markers, Type L	[illegible] Lin.Ft.	2.50	[illegible]
			$45,347.30

Flagging (57½ of Contractor's Cost)	11 Required(95%)	$ 950.00
Signing	12 Required(95%)	1,235.00
Seeding and Mulching	13 Required	150.00
		$ 2,335.00
	Subtotal	$307,731.30
	1% Engr. & Cont.	3,773.70
	Total	$311,505.00

Length of Roadway - - - - - - - - - 2.540 Miles
Length of 1 Structure - - - - - - - 0.796 Mile (Exception)
Total Length - - - - - - - - - - - 3.344 Miles
Cost of Roadway Per Mile - - - - - $120,139.76

Federal Funds -	$240,000.00
State Funds -	102,505.00
	$342,505.00

State Funds for Const.: Chap. 173, Laws 1937; Chap. 31, Laws 1939; Chap. 507, Laws 1939.

State Funds for Maint.: Chap. 509, Laws 1939.

Work Performed by P. U. & L. Utilities

Description:	Total Cost	Federal Funds	State Funds
Work by City of Lakeview	$ 250.00	$ 200.00	$ 150.00
Work by Pacific Power and Light Co.	650.00	600.00	350.00
	$ 900.00	$ 800.00	$ 500.00

Oregon State Highway Department

Federal-Aid
Project No. F-115(19)

NORTH UNIT, ASTORIA-CAMP RILEA SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 10, 1963

Type Code 6202
Roadway (Sta. 0+00 to Sta. 175+00.92)

Clearing and Grubbing	All Required		$ 500.00
Drainage Excavation, Unclassified	100 cu.yds.	$ 3.00	300.00
Embankment in Place	20,000 cu.yds.	1.75	35,000.00
Selected Sand Subgrade in Place	6,800 cu.yds.	1.25	8,500.00
Furnishing and Placing Topsoil	2,000 cu.yds.	2.25	4,500.00
Rounding Cutbanks	250 lin.ft.	0.30	75.00
8-inch Culvert Pipe	48 lin.ft.	2.75	132.00
18-inch Asbestos-Protected Corrugated Steel Pipe	100 lin.ft.	6.00	600.00
6-inch Perforated Metal Drain Pipe	700 lin.ft.	2.00	1,400.00
8-inch Perforated Metal Drain Pipe	220 lin.ft.	2.50	550.00
10-inch Metal Drain Pipe	300 lin.ft.	3.75	1,125.00
12-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
Special Backfill in Drains	50 lin.ft.	7.50	375.00
18-inch Culvert End Sections	1 only	50.00	50.00
Concrete Inlets, Type "G"	5 only	125.00	625.00
Adjustment of Inlets	1 only	50.00	50.00
Adjustment of Manholes	1 only	100.00	100.00
Concrete Curbs	134 cu.yds.	60.00	8,040.00
Concrete Walks	110 sq.yds.	5.00	550.00
Concrete in Islands	24 cu.yds.	50.00	1,200.00
1-inch Electrical Conduit	100 lin.ft.	2.00	200.00
1½-inch Electrical Conduit	500 lin.ft.	2.50	1,250.00
2½-inch Electrical Conduit	100 lin.ft.	3.50	350.00
Metal Guard Rail	15,500 lin.ft.	2.60	40,300.00
Rail End Pieces	20 only	5.00	100.00
Guide Posts, W-1	86 only	7.00	602.00
Guide Posts, Y-1	28 only	7.00	196.00
Coarse Crushed Material in Base	20,400 tons	2.00	40,800.00
3/4" - 0 Material in Base	10,300 tons	2.10	21,630.00
Sprinkling	715 M-gals.	3.00	2,145.00
SS-1 Asphalt in Sprinkling	12,700 gals.	0.30	3,810.00
Preparation of Base	2.55 miles	400.00	1,020.00
3/4" - 0 Material in Binder Course	355 cu.yds.	5.00	1,775.00
RC-250 Asphalt	54 tons	47.00	2,538.00
Class "B" Asphaltic Concrete	13,400 tons	6.75	90,450.00
Extra for Paving Approaches	17 only	35.00	595.00
Asphaltic Concrete Traffic Markers, Type L	30 lin.ft.	1.00	30.00
			$271,783.00

Flagging (57½% of Contractor's Cost)	All Required (95%)	$ 950.00
Signing	All Required (95%)	1,235.00
Seeding and Mulching	All Required	150.00
		$ 2,335.00
Utilities		
Work by Pacific Power & Light Co.	All Required	$ 600.00
Work by City of Astoria	All Required	900.00
		$ 1,500.00
	Subtotal	$275,618.00
	10% Engr. & Cont.	27,561.00
	Total	$303,179.00

Length of Roadway - - - - - - - - - 2.548 Miles
Length of 1 Structure - - - - - - - 0.796 Mile (Exception)
Total Length - - - - - - - - - - - 3.344 Miles
Cost of Roadway Per Mile - - - - $118,987.04

Federal Funds - - - - - - - - - - -

Oregon State Highway Department

Federal Aid
Project No. F-115(19)

NORTH UNIT, ASTORIA-CAMP RILEA SECTION

OF THE OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 23, 1963

Type Code 6202
Roadway (Sta. 0+00 to Sta. 175+00.92)

Clearing and Grubbing	All Required		$ 500.00
Drainage Excavation, Unclassified	100 cu.yds.	$ 3.00	300.00
Embankment in Place	20,000 cu.yds.	1.75	35,000.00
Selected Sand Subgrade in Place	6,800 cu.yds.	1.25	8,500.00
Furnishing and Placing Topsoil	2,000 cu.yds.	2.25	4,500.00
Rounding Cutbanks	250 lin.ft.	0.30	75.00
8-inch Culvert Pipe	48 lin.ft.	2.75	132.00
18-inch Asbestos-Protected Corrugated Steel Pipe	100 lin.ft.	6.00	600.00
6-inch Perforated Metal Drain Pipe	700 lin.ft.	2.00	1,400.00
8-inch Perforated Metal Drain Pipe	220 lin.ft.	2.50	550.00
10-inch Metal Drain Pipe	300 lin.ft.	3.75	1,125.00
12-inch Metal Drain Pipe	80 lin.ft.	4.00	320.00
Special Backfill in Drains	50 lin.ft.	7.50	375.00
18-inch Culvert End Sections	1 only	50.00	50.00
Concrete Inlets, Type "G"	5 only	125.00	625.00
Adjustment of Inlets	1 only	50.00	50.00
Adjustment of Manholes	1 only	100.00	100.00
Concrete Curbs	134 cu.yds.	60.00	8,040.00
Concrete Walks	110 sq.yds.	5.00	550.00
Concrete in Islands	24 cu.yds.	50.00	1,200.00
1-inch Electrical Conduit	100 lin.ft.	2.00	200.00
1½-inch Electrical Conduit	500 lin.ft.	2.50	1,250.00
2½-inch Electrical Conduit	100 lin.ft.	3.50	350.00
Metal Guard Rail	15,500 lin.ft.	2.60	40,300.00
Rail End Pieces	20 only	5.00	100.00
Guide Posts, W-1	86 only	7.00	602.00
Guide Posts, Y-1	28 only	7.00	196.00
Coarse Crushed Material in Base	20,400 tons	2.75	56,100.00
3/4"-0 Material in Base	10,300 tons	2.85	29,355.00
Sprinkling	715 M-gal.	3.00	2,145.00
SS-1 Asphalt in Sprinkling	12,700 gals.	0.30	3,810.00
Preparation of Base	2.55 Miles	400.00	1,020.00

3/4"-0 Material in Binder Course	355 cu.yds.	$ 5.00	$ 1,775.00
RC-250 Asphalt	54 tons	47.00	2,538.00
Class "B" Ashpaltic Concrete	13,400 tons	7.50	100,500.00
Extra for Paving Approaches	17 only	35.00	595.00
Asphaltic Concrete Traffic Markers, Type L	30 lin.ft.	1.00	30.00
			$304,858.00
Flagging (57½% of Contractor's Cost)	All Required (95%)		$ 950.00
Signing	All Required (95%)		1,235.00
Seeding and Mulching	All Required		150.00
			$ 2,335.00
Utilities			
Work by Pacific Power & Light Co.	All Required		$ 600.00
Work by City of Astoria	All Required		300.00
			$ 900.00
	Subtotal		$308,093.00
	10% Engr. & Cont.		30,809.00
	Total		$338,902.00

Length of Roadway . . . . . 2.548 Miles
Length of 1 Structure . . . . . 0.796 Mile (Exception)
Total Length . . . . . 3.344 Miles
Cost of Roadway Per Mile. $133,007.06

Federal Funds	$213,000.00
State Funds	125,902.00
	$338,902.00

RECEIVED
JUL 20 1965
FOR FILING

F-115 (19)
Tom
(221)

July 9/12/65

The billing for $1700 from CPL in Astoria has been paid.

It was for the construction of a short section of power line into the flashers at the south end of the bridge (Youngs Bay Bridge)

The flashers was installed because it was written into a R.R. 'Xing order by the P.U.C.

Bud Conger

NOTED
JOM EDWARDS

RECEIVED
JUL 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 31 1965

March 30, 1965

Mr. Deakin O. Bergey, District Manager
Pacific Power and Light Company
P. O. Box 630
Astoria, Oregon 97103

Dear Mr. Bergey:

Your billing of March 18, 1965, covering the provision of facilities to serve blinker lights on the new construction between Astoria and Warrenton, is being forwarded to the Accounting Division for checking and payment.

Your previously submitted invoice was in lump sum amount with no means of checking it. It is necessary for the billing to be broken down for checking purposes by the Accounting Division, hence the request for the second billing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
C. H. Maison
R. D. Asburry

RDA:am jwa

copy to Mr. George -
Traffic Dept
7-12-65
jwa

4-1096

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1965

SUBJECT: Assignment Edw No. 3350
Billing of Pacific Power & Light Company
North Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Contract 6337

To: Mr. Tom Edwards
Assistant State Highway Engineer
D e p a r t m e n t

The billing from the Pacific Power and Light Company contained within the subject assignment was to cover some work this company performed on the North Unit of the Astoria-Camp Rilea Section. The work was authorized under Order for State Force Work, Order No. 3, on the subject contract. A lump sum billing had previously been submitted. It was necessary that Accounting have a complete billing and had asked for same so that this bill could be processed.

As everything is in order for the payment of this billing, I am forwarding the billing itself to the Accounting for further checking and processing.

Attached please find rough draft of a letter to Pacific Power and Light Company regarding this matter.

R. D. Asburry
Division Engineer

RDA:AM
cc Accounting Division
Attention: Jess Jones

NOTED
TOM EDWARDS

PACIFIC POWER & LIGHT COMPANY

P. O. BOX 630 ◇ ASTORIA, OREGON, 97103

March 24, 1965

Mr. Tom Edwards,
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

Upon your instruction, we were authorized in 1964 to build a primary extension to serve the intersection lighting installations near the Warrenton cutoff junction to U.S. Highway 101.

The total cost of this extension amounted to $2371.15. In accordance with our 15 to 1 policy, we would have spent up to $608.40 at no cost to the customer. Accordingly, the net cost to the State Highway Department amounts to $1762.75.

Based on our understanding at the time of construction, we are now submitting our invoice #3-156 in triplicate in the amount of $1762.75. Should you require further information beyond the detail in this invoice, I will be happy to answer any inquiry from you.

Sincerely,

Deskin O. Bergey,
District Manager

DOB/sw

Tshany
Is this your's?
Ed

RECEIVED
MAR 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 - 1964
FOR FILING
6337

November 2, 1964

Great American Insurance Co.,
Wells-Reed-Wood-West Co.,
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

On October 22, 1964, we wrote to you concerning release of final payment on contract #6337, awarded to Page Paving Co., for paving the North Unit of the Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County.

Final payment on this contract is $18,599.79 and the total contract amount is $126,595.89, including $5,294.26 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

cc: Page Paving Co.,
P. O. Box 2206
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
OCT 22 1964
FOR FILING
6337

October 22, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed September 3 on Contract No. 6337. The contract was with Page Paving Company and was for paving on the North Unit, Astoria-Camp Riles Section of the Oregon Coast Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 22, 1964, and that you concur in this procedure at the Commission meeting on November 24.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:bbc

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: September 11, 1964

SECTION: N. Unit, Astoria-Camp Rilea

SECTION PREFIX: 4-1096

HIGHWAY: Oregon Coast

COUNTY: Clatsop

NAME OF JOB: N. Unit, Astoria - Camp Rilea

KIND OF WORK: Paving

CONTRACTOR: Page Paving Company

CONTRACT NUMBER: 6337

FEDERAL AID PROJECT NUMBER: F-115(19)

DATE OF CONTRACT: October 10, 1963

DATE WORK STARTED: December 10, 1963

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:

SPECIFIED WORK DAYS: 20

WORK DAYS USED: 20

PROJECT AUTHORIZATION: $473,292.40

ENGINEERING AUTHORIZATION: $36,805.32

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $436,487.08

ENGINEERING COST TO DATE: $43,167.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $436,288.08

PERCENT OF AUTHORIZATION: 117%

ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____%

DATE PROJECT WAS COMPLETED: September 3, 1964

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
100	100	100	Curbs 100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.72	3.27			3.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.72	3.27			3.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,800 cy	37,000 T			16,500 T
TOTAL QUANTITIES CORRECTED TO DATE	25,465	38,957			17,565
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	25,465	38,957			17,565
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Clear		
TUESDAY	Cloudy		
WEDNESDAY	Overcast		
THURSDAY	Overcast		
FRIDAY	Clear		
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
SEP 16 1964
CE ACE ACE COE

NOTED
FOREMAN'S NOTES

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate will be completed and turned in to Division Office on Monday, September 14, 1964.

FINAL REPORT

SIGNED _____ Resident Engineer

ADDRESS State Police Bldg. Salem, Oregon

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
SEP 2 - 1964
FOR FILING

Salem, Oregon
September 1, 1964

Increase in Project Authorization

Mr. E. J. Hall
Resident Engineer
PO Box 543
Astoria, Oregon 97103

This is to advise you that at its meeting of August 27, 1964, the Highway Commission approved an increase of $41,980 in project authorization on Contract No. 6337, N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County.

The new authorization for construction is $473,292.40. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

EBP:er

cc: R. D. Asburry

RECEIVED
AUG 11 1964
FOR FILING

August 7, 1964

Mr. L. H. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching work on the N. Unit, Astoria-Tarp Miles Section of the Oregon Coast Highway, Contract No. 6337, Project No. F-215(19) in Clatsop County, was completed July 7, 1964.

This work was authorized by Order for State Work No. 5 dated July 7, 1964.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP: mg
cc: J. W. Nash

RECEIVED
JUL 27 1964
FOR FILING
F 115 (4)
6337

July 27, 1964

Oregon State Highway Commission

Gentlemen:

An overrun of the original project authorization is anticipated on the paving project on the North Unit of the Astoria-Camp Rilea Section on the Oregon Coast Highway in Clatsop County. This project, Contract No. 6337, is under contract to Page Paving Company of Independence.

The original authorization was $431,312.40. The present anticipated cost is $473,294.23, indicating an overrun of $41,981.83, or 9.73 per cent.

The primary reasons for the overrun are:

1. The crushed rock that was provided for the surfacing on this project proved to be somewhat heavier than anticipated, making it necessary to use a slightly increased amount.

2. The base is being placed on sand fill and some is being "lost" in the sand as it is placed. This increases the base rock overrun to about 15 per cent. The first lift of base rock was placed under a previous contract to allow the bridge contractor access to his job, and a good portion of this lift was pushed into the sand by construction traffic.

3. The sand fill is requiring considerably more sprinkling with SS-1 to stabilize it than had been anticipated.

The installation of railroad warning devices is being charged to this job although no money was set up in the original project authorization for this work.

Your approval of this overrun and an additional authorization in the amount of $41,980.00 is recommended.

This matter will be on the agenda for your consideration at the August 27 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw (with forms)
Victor D. Wolfe
F. D. Morgan
C. H. Young
C. H. Maison

CHB:fp hlb

FORM E-20 50M 12-63 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1964

SUBJECT: Overrun of Project Authorization
N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Contract No. 6337

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

Attached is a Report on Expected Overrun of Project Authorization on this project as submitted by our field engineers. The original authorization was $431,312.40. The present estimate of cost is $473,294.23, indicating an overrun of $41,981.83, or 9.73 per cent.

The primary reasons for the overrun are:

1. The specific gravity of the rock in base and AC was computed at 2.75 but is averaging about 2.85 which increases these items slightly less than 4 per cent each.

2. The base is being placed on sand fill and some is being "lost" in the sand as it is placed. This increases the base rock overrun to about 15 per cent. The first lift of base rock was placed under a previous contract to allow the bridge contractor access to his job, and a good portion of this lift was pushed into the sand by construction traffic.

3. The sand fill is requiring considerably more sprinkling with SS-1 to stabilize it than had been anticipated.

4. The installation of railroad warning devices is being charged to this job although no money was set up in the original project authorization for this work.

The project at the present time is almost completed.

An increase in the project authorization in the amount of $41,980.00 is recommended. A rough draft to the Commission is attached.

CHB:fp
Attach.
cc L. H. Young

CONSTRUCTION DIVISION
RECEIVED
JUL 6 1964
NOTED

F. D. Morgan
Construction Engineer

RECEIVED
SEP 1 1964

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

FOR FILING

Project Name N. Unit, Astoria - Camp Rilea Date July 14, 1964

Highway Oregon Coast Contract No. 6337

County Clatsop Kind of Work Paving Contractor Page Paving Company

6337

Contract Amount $380,038.80

Expected over-runs and under-runs in contract items:		Quantity	Unit Price	Amount
Major items, itemized:				
Item 28	Coarse Crushed Material	2,300	3.15	7,245.00
" 29	3/4"-0 Material in Base	1,800	3.35	6,030.00
" 30	Sprinkling	810	3.50	2,835.00
" 31	SS - 1 Asphalt in Sprinkling	15,130	0.30	4,539.00
" 35	Class "B" Asphaltic Concrete	1,000	9.15	9,150.00

Minor items, unitemized algebraic total + 1,200.00

Subtotal $30,999.00

Approved work orders (Price, extra work and state force orders) $17,227.58

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal $0.00

Authorization for engineering $30,672.10

Expected over-run or under-run of engineering authorization $6,134.22

Costs not included above (explain) $

Allowance for future contingencies (4.5 % of work remaining) $8,223.53

Credits to come from transfers and deductions $

Present estimate of project cost $473,204.23

Brief Statement of principal causes of over-run: Crushed material for base and asphaltic concrete as furnished by the contractor had a higher specific gravity than that used to compute the quantities resulting in an overrun of about 4% on these items. As the material is being placed on sand subgrade, some material penetrates into the sand under the compaction equipment; also a portion of the first lift of rock placed under a previous contract had been pushed into the sand by the bridge construction traffic. This increased the base rock overrun to about 15%.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

(OVER)

		Space to right of this line is for use of Salem office.
Project authorization	$431,312.40	473292.40
Present estimate of project cost	$473,204.23	
Expected over-run (Amount)	$41,981.83	
Expected over-run (per cent)	9.73%	

Submitted by: ..... Resident Engineer

Noted by: ..... Construction or Bridge Engineer

Confirmed by: ..... Division Engineer

Noted by: ..... Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
JUL 23 1964

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 20 1964 By W E Martin
Title ... Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name N. Unit, Astoria-Camp Rilea Date July 7, 1964

Highway Oregon Coast Contract No. 6337 F. A. Project No. F-115(19)

County Clatsop Prefix 4-1096 Account No. 224 - 238

Description of Work To Be Done:

Grass seeding, fertilizing, and mulching to be done by State erosion control crews on cut and fill slopes throughout the project for protection against erosion and for roadside improvements.

Location by Station Numbers:

Islands on Smith Point Channelization
"Cn" line Sta. 5+00 - 10+00

Estimate of Quantities and Costs:

2 acres seeding and fertilizing at $60.00/acre	= $120.00
2 acres mulching at $175/00 acre	= 350.00
2 acres use of sheepsfoot roller at $75.00/acre	= 150.00
Total Cost	$620.00

Explanation:

State is equipped to do this work with special equipment that will be a saving of public funds. Part of funds to do the work provided in project authorization. Work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$431,312.40
Present estimate of project cost, including $ 620.00 for work under this order	$473,294.23
Expected ~~under-run~~ over-run (amount)	$ 41,981.83
Expected ~~under-run~~ over-run (per cent)	9.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Hall, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

original To Young
7-23-64

RECEIVED
SEP 1 1964

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

FOR FILING

Project Name N. Unit, Astoria - Camp Rilea Date July 14, 1964

Highway Oregon Coast Contract No. 6337

County Clatsop Kind of Work Paving Contractor Page Paving Company

Contract Amount $ 380,038.30

6337

Expected over-runs and under-runs in contract items:			Quantity	Unit Price	Amount
Major items, itemized:					
Item	28	Coarse Crushed Material	2,300	3.15	7,245.00
"	29	3/4"-0 Material in Base	1,800	3.35	6,030.00
"	30	Sprinkling	810	3.50	2,835.00
"	31	SS - 1 Asphalt in Sprinkling	15,130	0.30	4,539.00
"	35	Class "B" Asphaltic Concrete	1,000	9.15	9,150.00

Minor items, unitemized algebraic total + 1,200.00

Subtotal $ 30,999.00

Approved work orders (Price, extra work and state force orders) $ 12,227.58

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal $ 0.00

Authorization for engineering $ 30,671.10

Expected over-run or under-run of engineering authorization $ 6,134.22

Costs not included above (explain) $

Allowance for future contingencies (4.5 % of work remaining) $ 8,273.53

Credits to come from transfers and deductions $

Present estimate of project cost $ 473,204.23

Brief Statement of principal causes of over-run: Crushed material for base and asphaltic concrete as furnished by the contractor had a higher specific gravity than that used to compute the quantities resulting in an overrun of about 4 % on these items. As the material is being placed on sand subgrade, some material penetrates into the sand under the compaction equipment; also a portion of the first lift of rock placed under a previous contract had been pushed into the sand by the bridge construction traffic. This increased the base rock overrun to about 15%.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

(OVER)

Project authorization	$ 431,312.40	Space to right of this line is for use of Salem office. 473292.40
Present estimate of project cost	$ 473,204.23	
Expected over-run (Amount)	$ 41,981.83	
Expected over-run (per cent)	9.73%	

Submitted by: [signature] Resident Engineer

Noted by: Construction or Bridge Engineer

Confirmed by: [signature] Division Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 66719

Due to the sand subgrade, considerably more sprinkling with water and 3/ - 1 was required than planned. Advance railroad warning device required but no money was set up for this work.

RECEIVED
SEP 8 1964
OFFICE ENGINEERING
DIVISION

RECEIVED
JUL 23 1964

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 2 By [illegible] Engineer
Title
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name N. Unit, Astoria-Camp Rilea Date July 7, 1964

Highway Oregon Coast Contract No. 6337 F. A. Project No. F-115(19)

County Clatsop Prefix 4-1096 Account No. 224 - 238

Description of Work To Be Done:

Grass seeding, fertilizing, and mulching to be done by State erosion control crews on cut and fill slopes throughout the project for protection against erosion and for roadside improvements.

Location by Station Numbers:

Islands on Smith Point Channelization
"Cn" line Sta. 5+00 - 10+00

Estimate of Quantities and Costs:

2 acres seeding and fertilizing at $60.00/acre	= $120.00
2 acres mulching at $175/00 acre	= 350.00
2 acres use of sheepsfoot roller at $75.00/acre	= 150.00
Total Cost	$620.00

Explanation:

State is equipped to do this work with special equipment that will be a saving of public funds. Part of funds to do the work provided in project authorization. Work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$431,312.40
Present estimate of project cost, including $ 620.00 for work under this order	$473,294.23
Expected ~~under-run~~ over-run (amount)	$ 41,981.83
Expected ~~under-run~~ over-run (per cent)	9.7%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. H. Hall, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer or~~ Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

original to Young
7-23-64

RECEIVED
JUL 22 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

July 20, 1964

Mr. Terrell Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

08-35.4-B2

A. W. Parsons, Division Engineer
Salem, Oregon

By M. E. Martin
District Engineer

Oregon Project F-115(19)
N. Unit, Astoria-Camp Rilea
State Force Order No. 3, Seeding & Mulching

Reference is made to your letter dated July 16, 1964 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

RECEIVED
JUL 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
7-22-64

NOTED
LLOYD A. SHAW

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: May 23, 1964
SECTION: N. Unit, Astoria-Camp Rilea		SECTION PREFIX: 4-1096
HIGHWAY: Oregon Coast		COUNTY: Clatsop
NAME OF JOB: N. Unit, Astoria - Camp Rilea	KIND OF WORK: Paving	
CONTRACTOR: Page Paving Company	CONTRACT NUMBER: 6537	FEDERAL AID PROJECT NUMBER: F-115(19)
DATE OF CONTRACT: October 10, 1963	DATE WORK STARTED: December 10, 1963	ESTIMATED COMPLETION DATE: June 30 [redacted], 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 6 SUPERVISION: 2	SPECIFIED WORK DAYS: 20	WORK DAYS USED: 0
PROJECT AUTHORIZATION: $431,312.40	ENGINEERING AUTHORIZATION: $30,671.00	PERCENT OF TIME ELAPSED: 0
EXCLUSIVE OF ENGINEERING: $400,641.30	ENGINEERING COST TO DATE: $26,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 49%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $417,311.50	PERCENT OF AUTHORIZATION: 83 %	
ESTIMATED PERCENT: OVERRUN [redacted] 8 %	DATE PROJECT WAS COMPLETED:	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
75	100	95	Curbs 95	95		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.72	3.27			3.27
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,800 c.y.	34,700 T			15,500 T
TOTAL QUANTITIES CORRECTED TO DATE	26,800	39,800			16,700
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	24,500	36,700			
AVERAGE DAILY QUANTITIES	500				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	500				
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:

2-10c.y. Trucks, 1-12 c.y. Truck, 1 Loader(2 c.y.), 1 Dragline, and 1-Cat-12 Grader.

	WEATHER	HOURS DELAY	Workdays Charged	CAUSE OF DELAY
SUNDAY			None	
MONDAY	Cloudy		"	
TUESDAY	Clear		"	
WEDNESDAY	Showers		"	
THURSDAY	Rain		"	
FRIDAY	Cloudy		"	
SATURDAY			"	

NOTED — CONSTRUCTION DIVISION — RECEIVED — MAY 26 1964 — NOTED — [illegible] — CE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	NO ACTIVITY
MONDAY	Subcontractor Grimstad & Vanderveldt hauling rip-rap to bridge approach fill, Station 110 - 116, EWO # 4.
TUESDAY	Same As Monday.
WEDNESDAY	Prime contractor maintaining "C" & "B" lines, Smith Point.
THURSDAY	NO ACTIVITY
FRIDAY	Subcontractor Grimstad & Vanderveldt p lacing rip-rap and dressing fill slope E.W.O. #4, also maintaining "C" & "B" lines and Warrenton Connection.
SATURDAY	NO ACTIVITY

REMARKS

Commercial crushing plant at Gearhart expects to complete the A.C. Aggregate sometime Saturday, May 23rd.

Contractor plans to start moving in the paving plant first of next week.

SIGNED _____ Resident Engineer

ADDRESS P.O. Box 543, Astoria, Oregon 97103

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
MAY 25 1964
FOR FILING

477 Cottage St. N.E.
Salem, Oregon 97301

May 21, 1964

Mr. Everett Grayer, State Highway Engineer
Salem, Oregon

08-35.4-08

Original signed by
M. E. Martin
Dist. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin, Dist. Engr.

Oregon Project F-115(19)
N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
State Force Order No. 4

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor quoted a price of $13,700.00 to perform the necessary permanent signing work, which is considered to be excessively high.

2. The State has trained men and specialized equipment to perform the work more economically. Cost of performing this same work by State Forces is estimated to be $5,000.00.

Reimbursement will be made on an actual cost basis.

original To Young
with attach.
5-25-64

NOTED
LLOYD P. SHAW

Form A-105—Stf

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date May 1 1964 By NE Martin
Title Dist Engr
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name N. Unit, Astoria-Camp Rilea Date May 5, 19 64

Highway Oregon Coast Contract No. 6337 F. A. Project No. F-115(19)

County Clatsop Prefix 4-1096 Account No. 276

Description of Work To Be Done:

Install Permanent Signs.

Location by Station Numbers:

Entire project.

Estimate of Quantities and Costs:

Materials	$3,400.00
Labor	1,400.00
Equipment Rental	200.00
Total	$5,000.00

Net Cost ----- $5,000.00

Explanation:

Work can be done at a lower cost to the State by using State Forces.

Estimated cost if done by Extra work Order under Contract, Approx. $13,700.00

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 431,312.40
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 465,110.36
Expected ~~under-run~~ over-run (amount)	$ 33,797.96
Expected ~~under-run~~ over-run (per cent)	7.84

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 5 - 1964
FOR FILING

STATE COPY

Form P-208-BR

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date MAY 12 1964 By M E Martin
Title Supervising Engineer
U.S. Bureau of Public Roads

NOTED
LLOYD P. SMITH

Project Name N. Unit, Astoria-Camp Rilea — Date May 18, 1964

Highway Oregon Coast — Contract No. 6337

County Clatsop — Prefix 4-1096

Contractor Page Paving Company — F. A. Project No. F-115(19)

Address P. O. Box 2206, Salem, Oregon — Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and Place Loose Riprap

Location by station numbers:

110 - 116, Right Side

Estimate of quantities and cost:

Materials----------	$ 100.00		
Equipment Rental --	700.00		
Labor ----------	400.00		
TOTAL	$1,200.00	NET COST	$1,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Erosion of the fill slopes occurred in the area listed, apparently during the time of the recent tidal wave. This section of the bridge approach is in relatively shallow water and had not previously been protected by riprap. Prior approval for this work received from Division Office May 15. Approval from Bureau of Public Roads received from Area Engineer same day while inspecting the project. Work under this order began May 18, 1964.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 431,312.40
Present estimate of project cost, including $ 1,200.00 for work under this order	$ 466,310.36
Expected ~~under-run~~ over-run amount	$ 34,997.96
Expected ~~under-run~~ over-run per cent	8%

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ R. D. Asburry
Division Engineer

Approved /s/ L. H. Young
~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

State Printing

original To Young
6-5-64

RECEIVED
APR 27 1964
PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon 97301

April 20, 1964

08-35.4-DE

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec, Assistant Division Engineer
Salem, Oregon

Oregon Project F-115(19)
E. Unit, Astoria-Camp Rilea Section
of Oregon Coast Highway -
Price Agreement No. 1, Removal of P.C.C. Pavement

Reference is made to Mr. Putnam's letter of April 14, 1964 concerning above subject. Our memorandum of April 3, 1964 denied Federal participation in the cost of this price agreement since we felt approval of the agreement would constitute double payment for this work.

We are still unable to justify approval of this price agreement based on contract documents. Our decision in this matter has been strengthened by a clause in the approved subcontract involving the subcontracting of the clearing and grubbing item to Grimstad and Vanderveldt. The approved subcontract indicates that removal of the p.c.c. pavement was considered part of the clearing and grubbing item and was to be removed by the approved subcontractor.

All three copies of the unapproved price agreement are returned herewith.

Attachments

LISTED
LLOYD P. SHAW

APR 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original to Deckie
with attach.
cc Young
4-27-64

RECEIVED
APR 14 1964
FOR FILING

April 14, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2-Supplemental covering directional signing on the N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, Contract No. 6387 in connection with Federal-Aid Project No. F-115(19).

Additional signing is necessary for direction and guidance of traffic at Smith Point where lines "C" and "B" have been opened to traffic. It does not include warning signs, lights and barricades required of the contractor for safety of traffic and workmen.

The original order was approved by the BPR November 8, 1963. This Supplemental Order was verbally recommended for approval by the BPR Area Engineer April 10, 1964. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H.

L. H. Young
Office Engineer

FCmb
Att.

RECEIVED
APR 13 1964

4-1096

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1964

To: Mr. F. B. Crandall
Traffic Engineer
D e p a r t m e n t

SUBJECT: Flashing Beacon
Smith Point Channelization
N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Contract 6337

The matter of installing a flashing beacon at the intersection of the "A" line and "B" line in the Smith Point channelization on the subject section has been discussed with Assistant State Highway Engineer Tom Edwards.

The present thinking and the plan on which we will proceed is that a flashing beacon will not be installed at this intersection prior to the opening of the subject section to traffic. At that time this intersection will be closely observed and if it is deemed advisable by the actual conditions at this area, a flashing beacon will be installed.

When the subject section is open to traffic, in addition to the normal "STOP" sign which will be placed on the "B" line, think it advisable to set at the same location a temporary flashing red beacon as an additional warning to the traffic on "B" line that they will have to stop. This could be a battery operated flasher with a red lens which, after the traffic has been accustomed to the stop situation, can be removed.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AH
cc Mr. Tom Edwards
Mr. E. J. Hall
Mr. R. D. Trygstad

RECEIVED
FEB 27 1964
FOR FILING

February 25, 1964.

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 for the reconnection and adjustment of the pile trestle ramp leading to the Union fish cannery on the N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, Contract No. 6337 in connection with Federal-Aid Project No. F-115(19).

This work will require one new bent and the raising of the deck to match the new grade. The existing roadbed will be widened approximately 14 feet and the shoulder elevation will be approximately 2 feet higher in this area.

This work was verbally recommended for approval by the B.P.R. Area Engineer and the field authorized to proceed as an emergency measure February 24,1964. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

C:T:cr
Enclosure

RECEIVED
FEB 13 1964
FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

February 7, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.4DB Salem, Oregon

Oregon Project F-115(19)
N. Unit, Astoria-Camp Rilea Section
Liquid limit requirements

Reference is made to Mr. F. D. Morgan's letter of February 5, 1964, and verbal discussions with Mr. R. D. Asburry, Division Engineer, concerning the above subject.

We agree that the liquid limit specification is unduly restrictive for the use intended for this particular material. Furthermore, it would be virtually impossible for the contractor to process this native sand material, which was specified for use as a selected subgrade material, to meet the specifications as written. Moreover, previous experience with the use of this material in subgrade construction in this area has been good although it has slightly high liquid limit.

For the above reasons, and since sand meeting the specified requirements is not available within a reasonable distance of the project, we concur in your recommendation to raise the allowable liquid limit requirement to 27.

FORM E-123X 50M 2-63
RECEIVED
FEB 10 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FERGUSON
WESTON
DAVID B. SIMPSON
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 5, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Contract No. 6337

Dear Sir:

This project calls for sand to be used as selected subgrade material. The specifications for liquid limit is based on percent passing the No. 40 sieve, which, for the material in this area would require a liquid limit no more than 21, since more than 20 percent passes the No. 40 sieve.

It has been called to our attention the liquid limit as reported on certain laboratory tests has run as high as 25. This, of course, does not meet the specifications as written.

Various sources of sand in this area have been used for selected material with excellent results. Liquid limits on material from these sources ran around 24 to 25 and occasionally higher. For this reason we feel the specifications as written to control the liquid limit at 21 for sand selected subgrade are unnecessarily restrictive, and the limit should be raised to permit an average of 27 or less for this project.

May we have your concurrence.

NOTED
LLOYD P. SHAW

Very truly yours,

F. D. Morgan
Construction Engineer

GLD:bjm

cc: L. P. Shaw

RECEIVED
FEB 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

4-1096

FORM E-30 BOM 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1964

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Water Line Adjustment
N. Unit, Astoria-Camp Rilea Section
Oregon Coast Highway
Clatsop County
Project F-115(19)

Attention: Mr. T. W. Litchfield

Attached is a copy of the estimate and sketch map submitted by the City of Warrenton for the relocation of its facilities on this project.

The water line being replaced was not shown on the plan and profile sheets and was not noted during the field check of the project.

The subject of Bureau of Public Roads participation in the cost of adjusting the line was discussed with Mr. T. W. Litchfield, Utility Engineer. The Bureau of Public Roads will not be requested to participate in this cost.

Please obtain authority to proceed with this work, as the paving contractor desires to proceed with the necessary grading when the weather permits.

It is to be noted that the water line crossing of the existing highway is at Jetty Avenue and not at Iredale Avenue as shown on the sketch map, according to Mr. E. J. Hall, Resident Engineer.

Distribution
Off. Engr (1)
Division Off (3)
DMS - 2A (1)
Accounting (1)

FWS:AM

FULE (1)
ULE (1)

1-3-64
PGP

R. D. Asburry
Division Engineer

By
F. W. Sugnet
F. W. Sugnet
Field Utility Liaison Engineer

CONSTRUCTION DIVISION
RECEIVED
JAN 30 1964

CITY OF WARRENTON

Telephone Walnut 4-2001
861 - 2233

WARRENTON, OREGON

January 24, 1964

Mr. Edward Hall, Resident Engineer
Oregon State Highway Department
Astoria-Oregon

Dear Sir:

Enclosed is a map showing the location of a pipe replacement made by the Warrenton Water Department and broken down into two items to explain the work accomplished.

Item 1 is a crossing of the highway with 6-inch asbestos cement pipe, part of which was placed in 12-inch culvert to avoid the necessity of work after or during construction of the truck by-pass route at the crossing of the present Highway 101 and Smith Point to Camp Rilea re-routing.

114	ft.	6-inch A.C. pipe to cross highway r/w	@$1.88	$ 214.32
42		man hours	@ 2.55	107.10
8		hours use of dump truck	@ 4.00	32.00
15		hours use of backhoe	@ 5.00	75.00
8		yards 3/4 minus crushed rock	@ 2.75	22.00
20	ft.	12-inch corrugated culvert	@ 2.41	48.20
				$ 498.62

Item 2 is for material and labor necessary to replace a service line to the property owned by Kenneth Doney, in which the original Doney property was purchased by the State Highway Dept. and the dwelling moved.

1	6" x 3/4	service saddle		$ 14.08
1	3/4	corp. stop		2.87
1	3/4	F.I.P. X copper elbow		1.72
2	3/4	curb stop		6.32
1	3/4	M.I.P. X copper adapter		1.23
1	3/4	D.I.P. X copper adapter		1.72
285 to 300 ft.	3/4	copper pipe	@ .41	123.00
6		man hours	@ 2.55	15.30
3		hours use of backhoe		15.00
				$ 181.24

APPROVED
D. F. Wolfe
D. F. WOLFE
ASST. CONTROLLER

x/o Participation

Since there was no agreement with the City of Warrenton as to the cost of movement of the pipeline, the City would normally look to the property owner for any installation. Not all of Item 1 would be chargeable to the Doney service line, but was brought about by the relocation of a section of the highway.

If there are any questions not covered by this explanation, please feel free to write.

Sincerely,

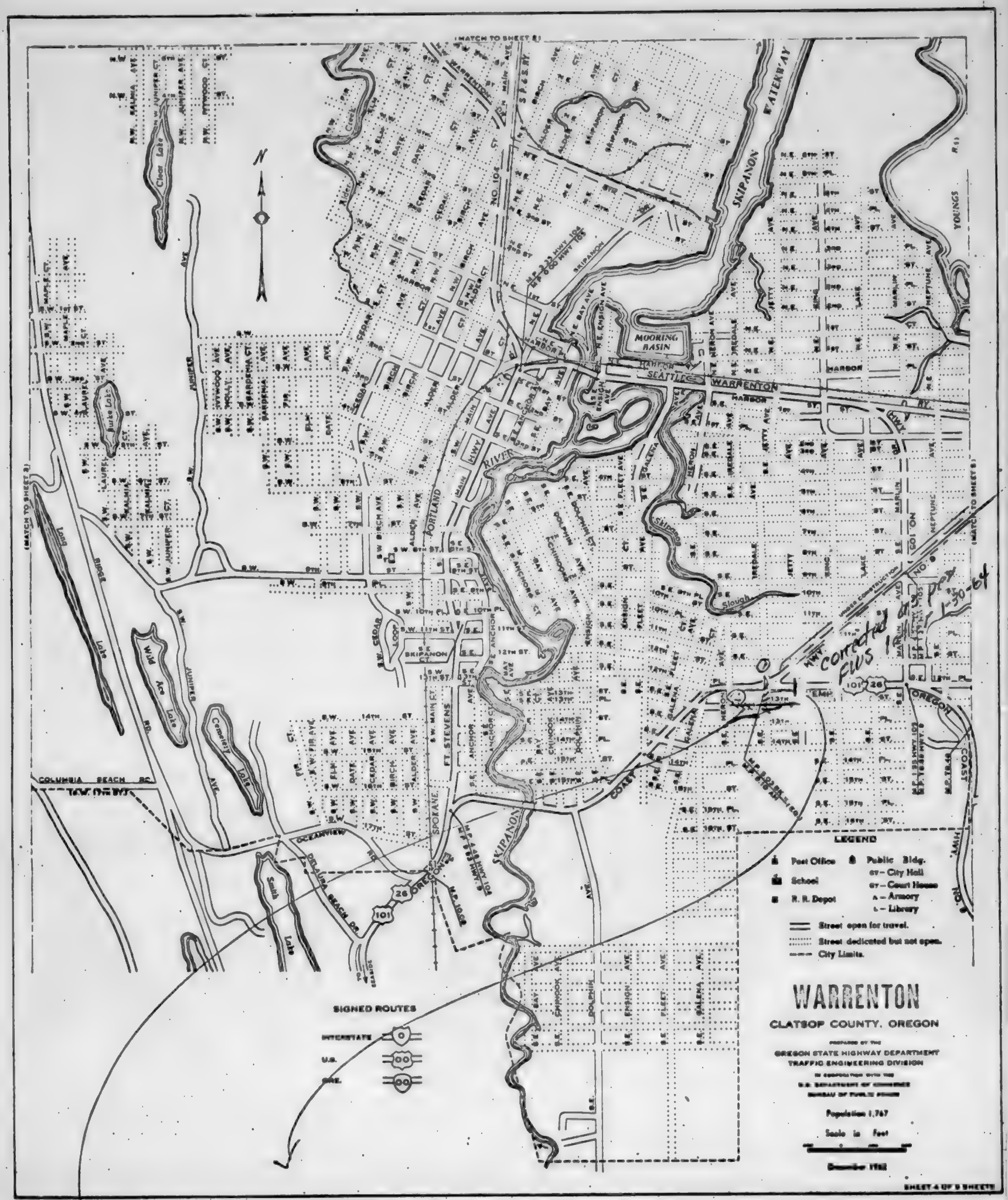
CITY OF WARRENTON

E. R. Baldwin

E. R. Baldwin
Auditor & Police Judge

ERB:jb
Encl.1

NOTED
E. J. HALL



1-Highway crossing 114'- 6" Asbestos Cement Pipe
20' of 12" corrugated culvert

2-Boney service line

RECEIVED
NOV 5 1963
FOR FILING

November 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the N. Unit, Astoria-Camp Rilea Section of the Oregon Coast Highway in Clatsop County, Contract No. 6337 in connection with Federal-Aid Project No. F-115(19).

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This work is in accordance with the Special Provisions and was an anticipated item of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
NOV 5 1963
FOR FILING

November 5, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the N Unit, Astoria-Camp Riles Section of the Oregon Coast Highway in Clatsop County, Contract No. 6337 in connection with Federal-Aid Project No. F-115(19).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

FOR FILING

477 Cottage Street N.E.
Salem, Oregon 97301

January 9, 1964

Original signed by
M. E. Martin

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project F-115(19)
N. Unit, Astoria-Camp Rilea Section
City of Astoria Utility Adjustment

Our memorandum dated September 16, 1963 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We now approve your Staff Attorney's letter, dated October 3, 1963, as well as the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Litchfield's letter dated December 20, 1963.

Our program memorandum dated September 13, 1963 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective September 11, 1963. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

original To Young
1-13-64

NOTED
LLOYD P. SHAW

RECEIVED
OCT 29 1963
FOR FILING

UNITED STATES COAST GUARD

Officer in Charge
Electronic Repair Shop(LL)
P.O. Box 269
Tillamook, Oregon 97141

N28
18 October 1963

From: Officer in Charge, ERS(LL), Tillamook, Oregon
To: State of Oregon Highway Dept.

Subj: Project No. F-115(19)

Ref: State Highway Dept. ltr. of 3 October 1963 concerning N. Unit, Astoria-Camp Rilea Sec. Oregon Coast Highway Project F-115(19)

1. Gentleman;

The Coast Guard has no communication facilities on subject pole line. The line is owned by Pacific Northwest Bell.

Sincerely

William C. Ridblom

WILLIAM C. RIDBLOM

RECEIVED
OCT 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to:
L H Young
A W Parsons
L P Shan
C H Maison
F D Morgan
R D Asbury
F W Sugnet
10-21-63
L

RECEIVED
OCT 21 19[illegible]
OFFICE OF DIRECTOR OF PERMITS
OREGON STATE
HIGHWAY COMMISSION

RECEIVED
OCT 2[illegible] 19[illegible]
[illegible]REGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1963
FOR FILING

October 10, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to bids received on October 8, 1963, for the construction of the North Unit, Astoria-Camp Rilea Section, Project No. F-115(19).

Page Paving Company of Salem submitted the low bid of $380,038.80 which was $46,054.80 (13.79%) over the Engineer's Estimate of $333,984.00. Two other bids were received in the amount of $394,478.50 and $399,597.00.

All of the bids received were from qualified contractors.

The increase was mainly due to the price bid for Item 1 Clearing and Grubbing, Item 28 Coarse Crushed Material in Base, Item 29 3/4" - 0 Material in Base and Item 35 Class "B" Asphaltic Concrete.

On September 23, 1963, we submitted a revised estimate for this project as our original estimate of September 10, 1963 was considered low due to our having based our estimate on the presumption the contractor would be able to haul the base rock and asphaltic concrete aggregate, from the quarry offered, over the new bridge. We later learned the bridge would not be finished in time and therefore increased the rock haul by a considerable distance, which caused us to increase our estimated unit prices for base rock and asphaltic concrete.

It is evident from the unit prices of the three low bidders that our revised estimated unit prices were still too low as the bidders' unit prices were reasonably close together.

We believe it is in the public interest to award the contract at this time rather than readvertise the project at a later date as we feel a lower bid would not be received for the project.

All rights of way or rights of entry have been acquired for the project.

It is therefore requested that the Bureau of Public Roads concur in the award of this contract. We would appreciate it if this matter could be expedited.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb

RECEIVED
OCT 11 1963
FOR FILING

COMMISSIONERS
GLENN JACKMAN, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 10, 1963

Page Paving Company
P. O. Box 2206
Salem, Oregon

Gentlemen:

The State Highway Commission on October 10, 1963 awarded to you State Highway Contract No. 6937 for the following project:

N. Unit, Astoria-Camp Riles section of Oregon Coast Highway south of Astoria in Clatsop County.

This award was based on your low bid of $260,035.60 which was submitted to the Commission on October 8, 1963 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

RECEIVED
OCT 16 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

October 10, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

08-35.2EC

Oregon Project F-115(19), North Unit
Astoria-Camp Rilea Section
Grading and Paving

As requested in Mr. Young's letter of October 10, 1963 providing justification for exceeding the engineer's estimate by more than 10 percent and advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6337 to Page Paving Company of Salem, Oregon, low bidder in the amount of $380,038.80 at the October 8, 1963 bid opening.

Although all rights-of-way or rights-of-entry have been acquired, contrary to the understanding in our September 16, 1963 authorization memorandum, all right-of-way was not available at that time in accordance with supplemental advice by Mr. Wright's September 24, 1963 letter. Two parcels will not be available for the contractors immediate occupancy and use to permit provision for orderly relocation advisory assistance for affected owners and economical disposition of the improvements. Your revision letter No. 3 advised prospective bidders of this situation indicating that the interference can be expected to continue until January 1, 1964 and providing for an extension in time if necessary.

Requirements of subparagraph 9d of PPM 21-6.3 are being waived based on the justification provided in Mr. Wright's letter for a finding in the public interest. Our waiver is with the understanding that you will review coordination within your department to assure yourself that your right-of-way section will be advised of design changes requiring additional right-of-way with sufficient leadtime for disposition of improvements prior to award.

Mr. Litchfield's October 7, 1963 letter transmitted copies of the Staff Attorney's letters to the utilities involved in this project. As stated in our September 16, 1963 letter authorizing advertising, authorization to proceed with all reimbursable utility adjustments will be withheld until utility plans and detailed estimates are furnished to and approved by this office.

original to Young
10-14-63

NOTED
LLOYD P. SHAW

RECEIVED
SEP 27 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F 115 (19)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 24, 1963

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Right of Way Status
Astoria-Camp Rilea,
North Unit
Paving

Dear Sir:

Contrary to the report contained in my letter dated September 10, I determined yesterday that subject project is not yet clear. Without our knowledge, the connection at the southerly end of this project was redesigned and necessitates acquisition of four parcels of property which had been written as part of the South Unit of this project. Two of the parcels have been acquired and two remain outstanding.

File No. 35416	$1,750
File No. 35418	7,700
TOTAL	$9,450

We anticipate the acquisition of the outstanding files prior to the date of bid opening; however, two of them are occupied with buildings and it will be necessary that possession by the contractor be deferred until December 31, 1963, in order to permit clearance by relocation advisory and property management procedures.

It is our belief that the grading of this connection should not be undertaken this fall because of the likely creation of a hazardous traffic condition at the intersection of the new alignment with the existing highway. Thus, the withholding of this area from contract operations should not be detrimental to the prosecution of the project.

By the same token, it is desirable that this contract be let in October in order to permit the contractor to commence production of materials for surfacing and paving. We believe that it is in the public interest to permit this contract to be let on October 10 and recommend a finding to that effect.

NOTED
LLOYD P. SHAW

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

L. I. LINDAS
Chief Counsel

By
Walter T. Wright
Right of Way Engineer

WTW:SM

RECEIVED
SEP 26 1963
FOR FILING

F-115(19)

477 Cottage Street N.E.
Salem, Oregon - 97301

September 16, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin

A. W. Parsons, Division Engineer
08-35.2-08 Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project F-115(19) North Unit,
Astoria - Camp Rilea Section,
Oregon Coast Highway - Grading and Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired, with relocation advisory assistance unnecessary as indicated in Mr. Wright's September 10, 1963 letter.

The S.P. & S. railroad agreement, dated March 24, 1961, has been approved effective April 10, 1961 in connection with Project F-115(13).

Your September 11, 1963 status of preparatory work for utility adjustments indicates that no delays are anticipated. Evidence that satisfactory agreements have been reached in connection with utility adjustments included in the project estimate also should be furnished prior to our concurrence in award of contract. Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

Approval is given subject to modifying the special provisions to indicate the contractor's responsibility for railroad protective insurance.

Attachment

original to Young with attach.
cc Gifford
9-26-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 11 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-115(19)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 10, 1963

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Reference is made to bids received on October 8, 1963, for the construction of the North Unit, Astoria-Camp Riles Section, Project No. F-115(19).

Page Paving Company of Salem submitted the low bid of $380,038.80 which was $46,054.80 (13.79%) over the Engineer's Estimate of $333,984.00. Two other bids were received in the amount of $394,478.50 and $399,597.00.

All of the bids received were from qualified contractors.

The increase was mainly due to the price bid for Item 1 Clearing and Grubbing, Item 28 Coarse Crushed Material in Base, Item 29 3/4" - 0 Material in Base and Item 35 Class "B" Asphaltic Concrete.

On September 23, 1963, we submitted a revised estimate for this project as our original estimate of September 10, 1963 was considered low due to our having based our estimate on the presumption the contractor would be able to haul the base rock and asphaltic concrete aggregate, from the quarry offered, over the new bridge. We later learned the bridge would not be finished in time and therefore increased the rock haul by a considerable distance, which caused us to increase our estimated unit prices for base rock and asphaltic concrete.

It is evident from the unit prices of the three low bidders that our revised estimated unit prices were still too low as the bidders' unit prices were reasonably close together.

NOTED
R. L. PORTER

We believe it is in the public interest to award the contract at this time rather than readvertise the project at a later date as we feel a lower bid would not be received for the project.

All rights of way or rights of entry have been acquired for the project.

It is therefore requested that the Bureau of Public Roads concur in the award of this contract. We would appreciate it if this matter could be expedited.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
OCT 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

310-1731 Drain ("C" St.) Sec. of City 1963
Street

#6338

Sp. State Tax Street Fund 29

SCA

OREGON STATE HIGHWAY DEPARTMENT Date October, 1965

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Contract # 6338 Prefix 310-1731 Survey Prefix 310-1483

Street "C" Street

City Drain

Payments to Contractor	$ 11,632.08
Engineering and Contingencies.....	2,087.71
Survey.....	2,359.99
TOTAL.....	$ 16,079.78
Agreed State Share	16,079.78
Agreed City Share	$ --
City Advance Deposit	$ --

Reference: Outside Billing None

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63) Ⓟ•

COUNTY: Douglas		CONTRACT NO.: 6338	ESTIMATE NO.: 2 Final
HIGHWAY: City Street		FEDERAL AID PROJECT NO.: State	
SECTION: Drain ("C" Street)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE
1.	General excavation unclassified	c.y.	1.6500 ✓	1,638.200 ✓
2.	Finishing roadbed and slopes	mile	2,730.0000 ✓	.110 ✓
3.	Coarse crushed material in base	c.y.	4.0500 ✓	920.000 ✓
4.	3/4"-0 material in base	c.y.	4.1500 ✓	200.000 ✓
5.	Sprinkling	M/gal.	4.0000 ✓	26.000 ✓
6.	Class B asphaltic concrete	ton	16.5000 ✓	240.530 ✓
801	Flagging			

DATE: 7/1/64 . 6338	TOTAL CONTRACT ITEMS
PREVIOUS VOUCHER NO.: 32526	0 % RETAINED ON CONTRACT ITEMS
CHECKED BY: CP hc	FORCE ACCOUNT
ENGINEER OR AUDITOR: C. C. Call	TOTAL PAYMENTS

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6338	2 Final	310-1731-201(41) 106.61 Cr. 310-1731-204(41) 621.99 Dr.
	FEDERAL AID PROJECT NO.		
	State		

t)

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
y.	1.6500 ✓	1,638.200 ✓	2,703.03	2,703.03	
le	2,730.0000 ✓	.110 ✓	300.30	300.30	
.y.	4.0500 ✓	920.000 ✓	3,726.00	3,726.00	
.y.	4.1500 ✓	200.000 ✓	830.00	830.00	
/gal.	4.0000 ✓	26.000 ✓	104.00	104.00	
on	16.5000 ✓	240.530 ✓	3,968.75	3,968.75 106.61	CR 106.61

RECEIVED
JUL 2 1964
FOR FILING

July 2, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

RE: CONTRACT #6338
Revised & Corrected Final Payment

Gentlemen:

Please disregard our final payment letter of June 30, 1964, which was in error.

On June 9, 1964, we wrote to you concerning release of final payment on contract #6338, awarded to Bay Pavers, Inc., for grading-paving "C" Street in Drain, Douglas County.

Final payment on this contract is $515.38 and the total contract amount is $11,632.08. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Bay Pavers, Inc.,
P. O. Box 669
North Bend, Oregon

cc: C. H. Maleom
Attn.: John Herr

FORM E-1 (REV 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: June 19, 1964
SECTION: "C" Street-Drain		SECTION PREFIX: 310-1731
HIGHWAY: City Street		COUNTY: Douglas
NAME OF JOB: "C" Street Improvement	KIND OF WORK: Grade & Pave	
CONTRACTOR: Bay Pavers, Inc.	CONTRACT NUMBER: 6338	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Oct. 10, 1963	DATE WORK STARTED: May 11, 1964	ESTIMATED COMPLETION DATE: May 28, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION	SPECIFIED WORK DAYS: 30	WORK DAYS USED: 15
		PERCENT OF TIME ELAPSED: 50
PROJECT AUTHORIZATION: $14,107.26	ENGINEERING AUTHORIZATION: $1,003.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $13,104.09	ENGINEERING COST TO DATE: $1,777.90	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $11,632.08	PERCENT OF AUTHORIZATION: 177.2%	100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 11.2%	DATE PROJECT WAS COMPLETED: May 28, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE	MAT'L. PROD.
---	---	100	---	100	100	---

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	0.11			0.11
MILES PARTIALLY COMPLETED	0.11	0.11			0.11
MILES COMPLETED	0.11	0.11			0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,900 C.Y.	1,130 C.Y.			260 tons
TOTAL QUANTITIES CORRECTED TO DATE	1,638.2 C.Y.	1,120 C.Y.			240.5 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	Same	Same			Same
AVERAGE DAILY QUANTITIES	109 C.Y.	75 C.Y.			16 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

None

	WEATHER	HOURS DELAY	Wk. Day Chg.	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy		0	
TUESDAY	Cloudy with showers		0	
WEDNESDAY	Cloudy light showers		0	
THURSDAY	Cloudy with showers		0	
FRIDAY	Partly cloudy		0	
SATURDAY				

NOTED
CONSTRUCTION DIVISION
RECEIVED
JUN 22 1964
CE ACE A F COE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Job completed.
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	

REMARKS

The semi-final estimate is being submitted ~~May~~ June 19, 1964.

SIGNED C. C. Gall

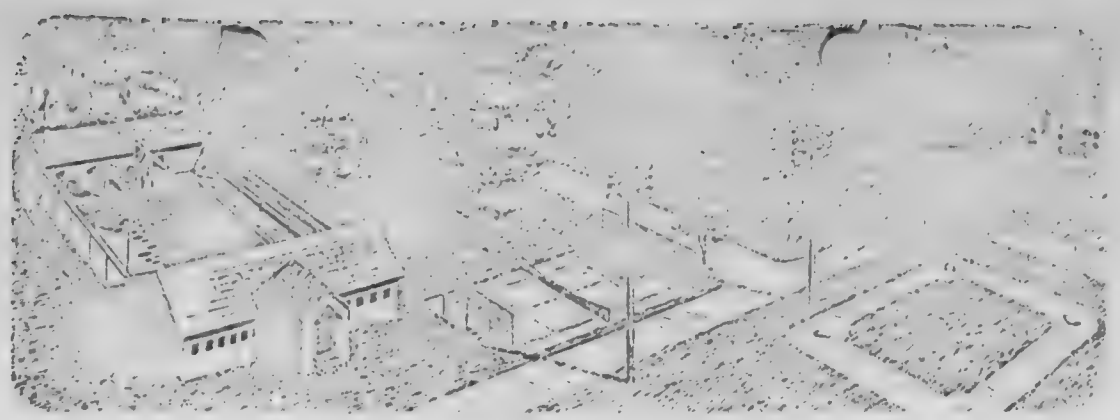
ADDRESS 1410 Orchard St., Eugene, Ore. 97403

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

T. A. MYERS
MAYOR

VERNE THOMAS
RECORDER

FORREST JOHNSON
TREASURER



COUNCILMEN

GLEN WOOLLEY
R. F. RANDALL
C. R. MILLER
HUGH WHIPPLE

CITY OF DRAIN

DRAIN, OREGON

June 10, 1964

NOTED
R. H. PRANGE

NOTED
P. E.

Oregon State Highway Commission
1410 Orchard Street
Eugene, Oregon

NOTED
R. M. ALLISON

Attention: C. C. Gall

Dear Mr. Gall:

On behalf of the Council of the City of Drain, this is our formal acceptance of the "C Street Project."

Very truly yours,

CITY OF DRAIN

V. R. Thomas
City Recorder

VRT:nc

NOTED
V. R. JONES

RECEIVED
JUN 15
ENGINEER
COUNTY & CITY

RECEIVED
JUN 9 - 1964
FOR FILING

June 9, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed May 28 on Contract No. 6338. The contract was with Ray Havers, Inc., and was for grading and paving on the Drain (C Street) City Street Section in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 9, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:bbc

RECEIVED
OCT 11 1963
FOR FILING

COMMISSIONER
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 10, 1963

Bay Pavers, Inc.
P. O. Box 669
North Bend, Oregon

Gentlemen:

The State Highway Commission on October 10, 1963 awarded to you State Highway Contract No. [redacted] for the following project:

Drain ("C" Street) Section of city street, in Douglas County.

This award was based on your low bid of $12,459.80 which was submitted to the Commission on [redacted] for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Mr. Frank Morgan
Mr. L. H. Young
Mr. R. G. Savage (SIAC)

RECEIVED
OCT 9 1963
FOR FILING

Salem, Oregon
October 2, 1963

Special City Allotment
City of Drain
"C" Street Improvement

Mr. H. S. Cox
County & City Engineer
Office

Attention: Mr. Robert M. Allison
Field Engineer

Attached is a signed copy of an agreement with the City of Drain covering the Special City Allotment project on "C" Street in Drain.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Drain.

Secretary

rn
Attach: 1

NOTED
Harold C. Ayers

NOTED
H. S. COX

NOTED
DON HARWELL

Salem, Oregon
March 6, 1963

Mr. J. E. Morelock
O F F I C E

Special City Allotment Project
City of Drain
C Street

NOTED
R. H. PRANGE

NOTED
JOHN D. GRAHAM

Herewith the field data on subject project. Due to the high anticipated cost, the city has been contacted and desires that the project end at 3rd Street. Please note that a plan sheet has been marked up showing other omissions the city has requested.

(1) Shorten the project, to end at 3rd Street.

(2) No paved shoulders.

(3) No curbs west of 4th Street.

(4) No connection at Station 3.

(5) Do not cut out or rebuild the steps at Station 8+25.

(6) No paved island between stations 2 and 3.

(7) No signing or sight posts.

(8) No right-of-way to be purchased for future walks.

This project was approved by the Highway Commission on November 1, 1962.

H. C. Ayers
County & City Field Engineer

HCA:ms

cc: Frank Hall
V. G. O'Neil

RECEIVED
DEC 30 1962
FOR FILE

LOCATION PROSPECTUS
"C" STREET SECTION
CITY OF DRAIN
DOUGLAS COUNTY

The following prospectus is submitted concerning the above-mentioned section of "C" Street in the city of Drain. The westerly terminus is at an intersection of "C" Street and the Umpqua Highway. The easterly terminus is at the intersection of "C" Street and First Street, also known as Front Street. The overall length of this project is 0.22 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, drainage and paving on existing alignment. The project is to be constructed with 1963 Special City Allotment Funds.

The typical section will be variable. From First Street to Fourth Street will be a city street section with 40 feet between curbs. The construction of curbs will be a part of this contract. From Fourth Street to the connection with the Umpqua Highway the typical section will be two 12-foot lanes with 8-foot shoulders.

The approved base design for construction is:

Paving	3" AC
Top Course Base	2" Level
Bottom Course Base	12" Coarse Base
Total Depth	17"

Sources of material will be determined during the survey.

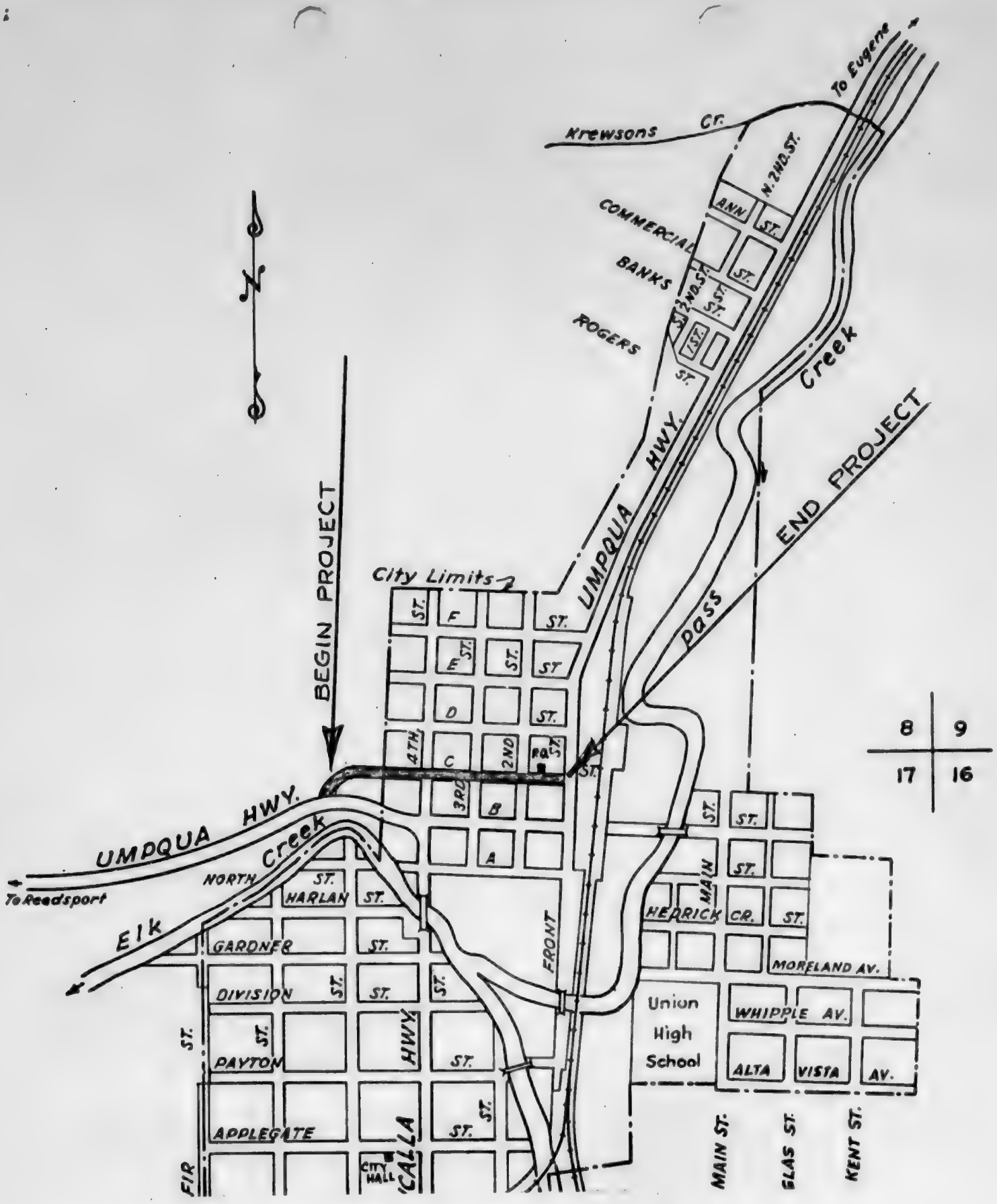
The City of Drain will make adjustments for water mains and all arrangements for required utility adjustments. Storm sewer adjustments will be a part of the contract.

There are no railroad crossings or stream crossings.

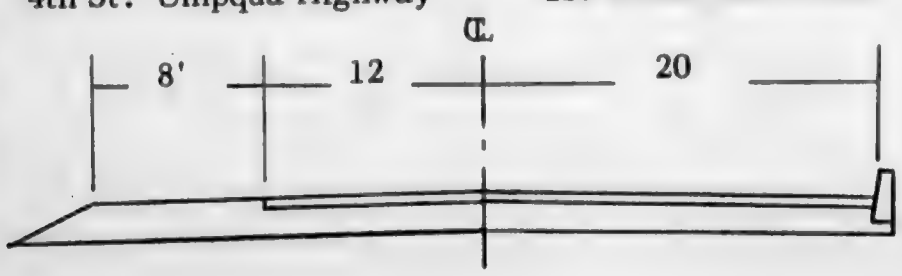
Final agreements will be required with the City of Drain.

December 3, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
G. L. Decker
I. A. DeFrance
Frank Hall (2)
Val Johnson
Ivan Merchant (3)
J. W. Nash
Carl Plog
Research Division
F. W. Sugnet (2)
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

NOTED
FORREST COOPER



4th St.-Umpqua Highway



1st Street-4th Street

Typical Half Sections

LOCATION PROSPECTUS
"C" STREET SECTION
CITY OF DRAIN
DOUGLAS COUNTY

11-2-62

DRAIN

PRELIMINARY ESTIMATE

1963 SPECIAL CITY ALLOTMENT PROJECT

"C" Street from Front Street to a junction with the Umpqua Highway, a distance of approximately 0.22 mile.

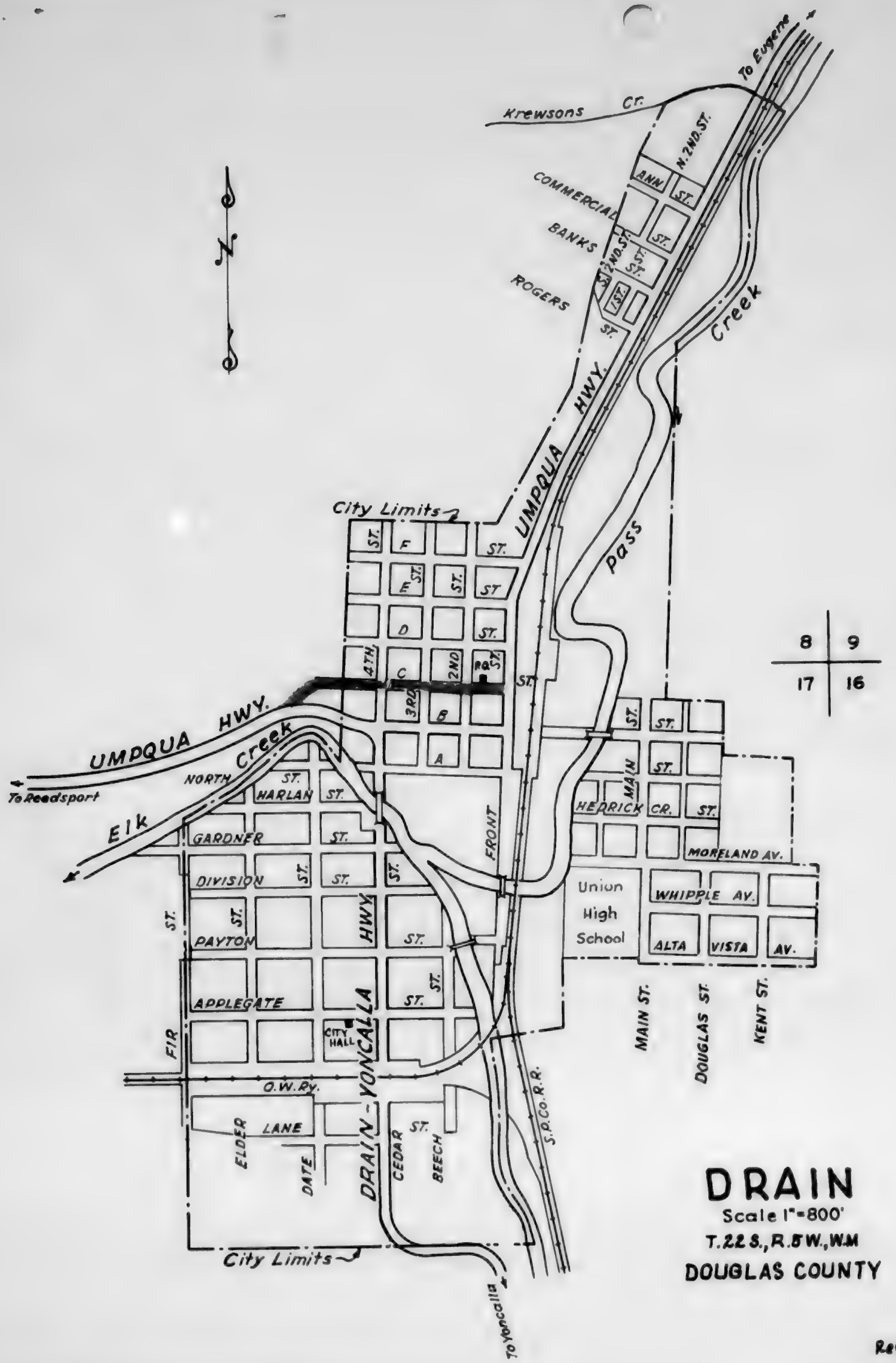
Grade; curb one block between 3rd and 4th Streets; place 12" base course, 2" leveling course, and 3" asphaltic concrete pavement 40' wide to 4th Street and 24' wide with shoulders on balance (variable widths).

Item	Quantity		@	Total
Clear and grub	All		$--	$ 650.00
General excavation	2300	c.y.	$ 1.50	3,450.00
Drainage excavation	60	c.y.	5.00	300.00
12" concrete pipe	100	l.f.	3.00	300.00
8" concrete pipe	80	l.f.	2.75	220.00
Concrete curbs	28	c.y.	65.00	1,820.00
Concrete inlets	4	each	100.00	400.00
Adjust catch basins	4	each	80.00	320.00
Coarse crushed material	2300	c.y.	3.00	6,900.00
3/4"-0" in base & shoulders	500	c.y.	3.85	1,925.00
Sprinkling	50	M/gal.	4.00	200.00
Class B asphaltic concrete	825	tons	11.00	9,075.00

Total estimate, construction items. . .	$25,560.00
12-1/2% Engineering & contingencies . .	3,195.00
Survey	1,000.00
	$29,755.00

TOTAL ESTIMATE: $30,000

HCA:mm
11/2/62



DRAIN

Scale 1"=800'

T. 22 S., R. 5 W., W.M.

DOUGLAS COUNTY

Rev. 6-1-56

PROJECT DATA, CITY OF Orrin Date 8-29-62

To be financed by City & State Special City Allotment Fund.

Street name C St.
(Locate project on attached map.)

Project length 22 hundredths of a mile.

Desired width: 40 feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42'
Two lanes, parallel parking one side = minimum 36')

Surface now in place: Oil ✓ Paving ____ Gravel ____

Present surface width: 40 feet

RIGHT-OF-WAY -

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No ✓

Will City provide required right-of-way? Yes X No ____

Additional right-of-way to be acquired as part of project? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 40 feet.

Are intersecting streets curbed? Yes ✓ No ____ Partially

Remarks ____

CONCRETE CURBS -

Now in place? Yes ✓ No ✓ Partially

Width between present curbs: 40 feet

City to construct curbs? Yes ____ No ✓

To be constructed as part of project? Yes ✓ No ____

Length of desired radius on curb returns: ____ feet As are now in.

Does City desire special type of curbs? Yes ____ No ✓

Explain: ____

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes ✓ No ___ Partially

Present sidewalks, Length: _____feet; Width: 5 feet

Distance between present sidewalks: 50 feet

Are sidewalks to be constructed as part of project? Yes ___ No ✓

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes ___ No ___

Are sidewalks to be constructed on both sides of street? Yes ___ No ___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes ___ No ___

Is utility strip required? Yes ✓ No ___; Width: 5 feet

Remarks _____

_____

STORM SEWERS -

Now in place? Yes ✓ No ___ Partially

If yes, are they adequate for increased flow? Yes ✓ No ___

Indicate depth of main lines from present surface: 3 feet

To be constructed by City? Yes ___ No ✓

To be constructed as part of project? Yes ✓ No ___

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes ✓ No ___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 5 feet

Remarks _____

_____

_____

WATER MAINS -

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 2' feet

To be adjusted by City? Yes X No ___

To be adjusted as part of project? Yes ___ No X

Remarks Water lines are in Park Way on South Side of C St.

DRIVEWAYS -

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland Cement to comply with City code? Yes ___ No ___

Is there a City ordinance specifying width and number of driveways permitted?
Yes ___ No ✓ (If yes, please include copy of ordinance.)

Remarks _____

_____

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes ___ No ✓

Electric poles? Yes ✓ No ___

Which company? City owned
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Pacific Northwest Bell

Railroad tracks? Yes ___ No ✓

Which company? _____

Is crossing presently protected
by automatic railroad signals? Yes ___ No ___

Remarks _____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - - - -

Grading? Yes___ No ✓

Clearing? Yes___ No ✓

Base rock? Yes___ No ✓

Concrete curbs? Yes___ No ✓

Driveways? Yes___ No ✓

Remarks _____

_____

_____

GENERAL INFORMATION -

Are City finances available? Yes ✓ No___

When available? Date 1962-63 Budget.

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes___ No ✓
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____

B + Finish Street - Vacant lot owned by City

All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

General remarks: _____

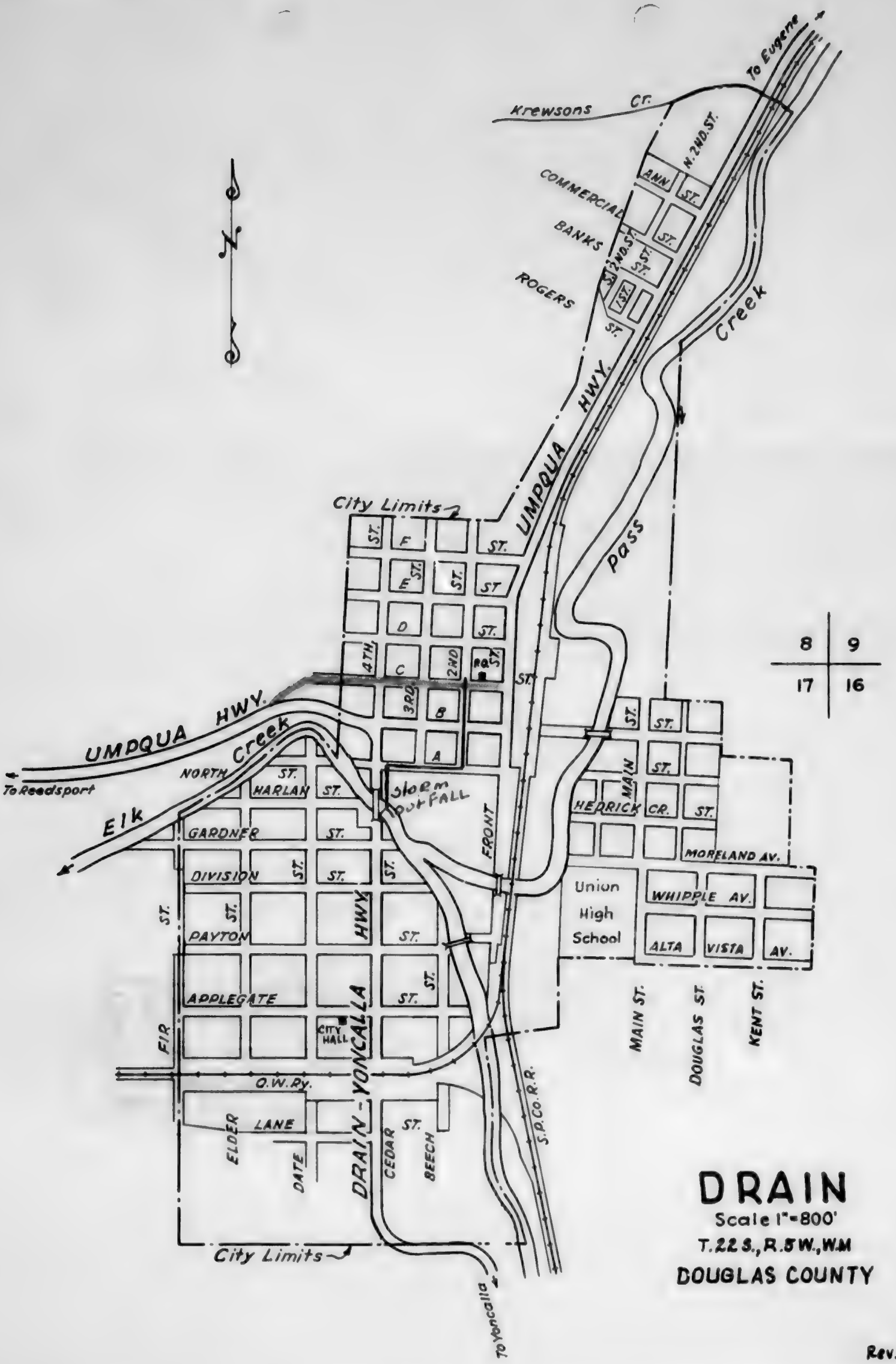
_____

_____

By Glenn Woolley
Acting Mayor

By V. R. Thomas
City ~~Manager~~ Recorder

By _____
City Engineer



DRAIN

Scale 1"=800'

T. 22 S., R. 5 W., W.M.

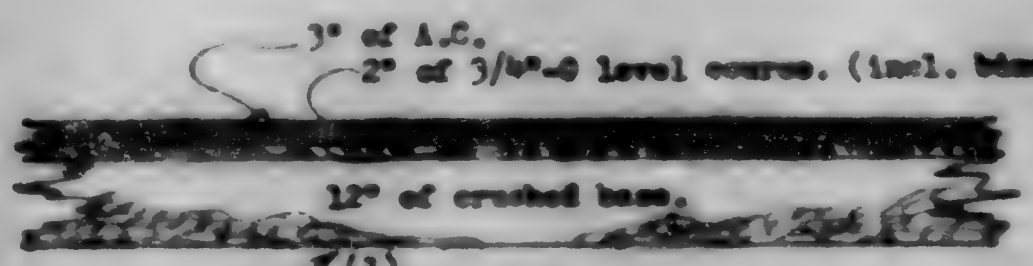
DOUGLAS COUNTY

Rev. 6-1-56

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section: [illegible] Highway: CITY OF DRAIN County: DOUGLAS Profile:
Fed. Proj. No. [illegible] Approx. Length of Project 0.21 Miles. From: Umpqua Highway To: 1st Street Date: 8-22-62

TYPICAL SECTIONS Traffic Classif. - MEDIUM HEAVY (LOGGING AREA)



Required Base & Surf. Thickness		Designed Base & Surf. Thickness		
			3	A.C.
			2	Level
			12	Cr Base
			17	

(1)
Natural Soil
26 - 12 LL
6 - 3 PI
56 - % P200
(% reduction)
1 - % Gravel
3 - % Coarse Sand
40 - % Fine Sand
32 - % Silt
20 - % Clay
17 - CBR Value (Corrected)
Traffic Classif. - Sub (3)

RECEIVED
AUG 29 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTE:
SOIL SURVEY AND RECOMMENDED SURFACING THICKNESS COMPLETED AT THE REQUEST OF H. C. AYERS, COUNTY - CITY.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	% to be used for:
Suitable material source to be determined by the Engineer. PAVING TYPE - CITY PREFERENCE.											

Submitted by: H. W. Garbrough, Soils Engineering Assistant
Recommended by: [illegible], Construction Engineer
Recommended by: [illegible]
Approved by: [illegible], Engineer of Materials

cc: Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
[illegible]
[illegible]
[illegible]

250,000 '63 Drain June 19, 1962

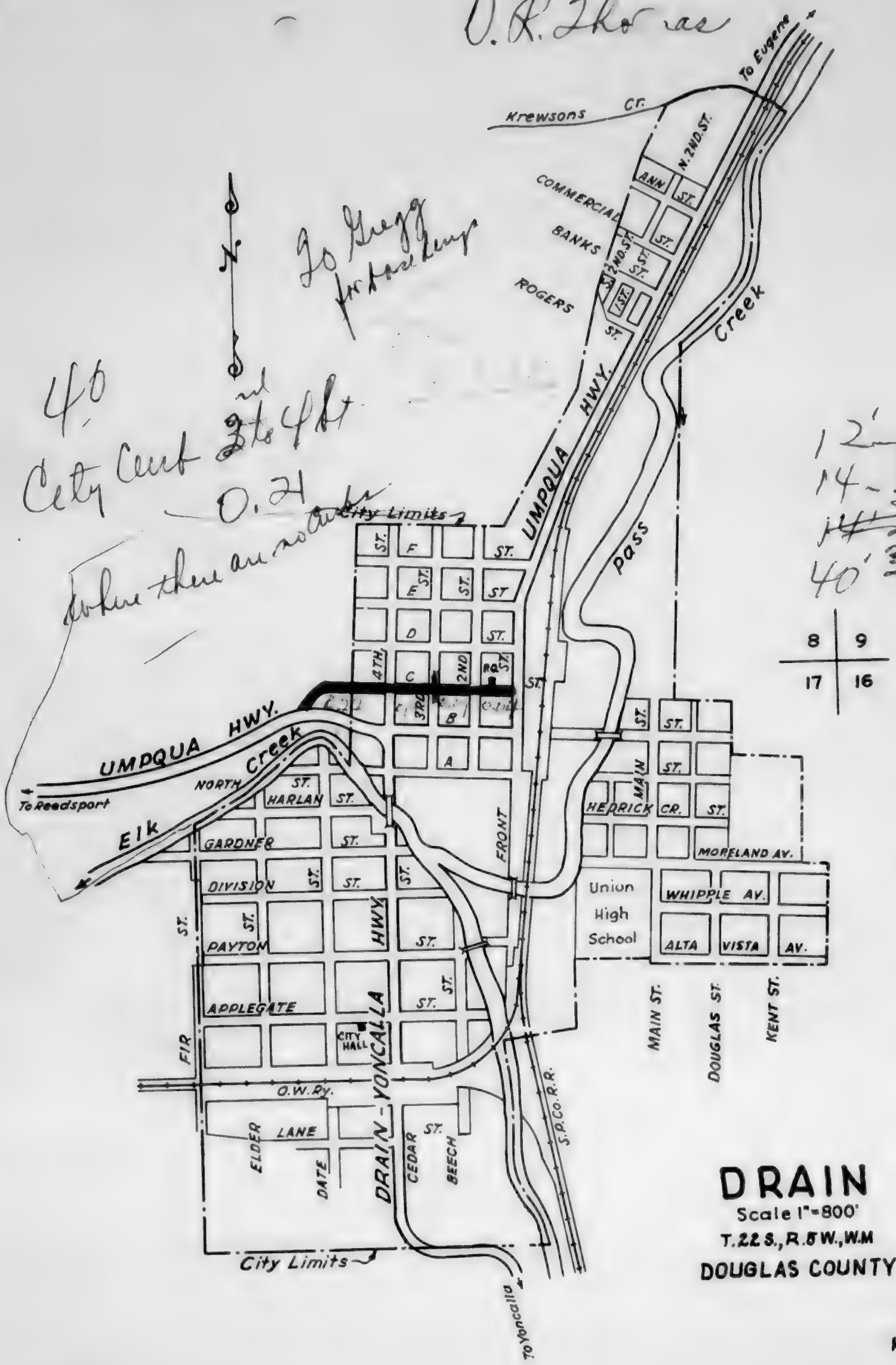
with Bob Prange investigated Condition and use of "C" Street in Drain. This street is used by traffic using the Umpqua Highway from both directions. Condition is poor 12' to 14' 3 blocks 40' one block

Believe we can recommend City Limits curbs to 4th below none now in place.

3"
2"
12"
all new work

HBG

U. R. Thomas



Go Gregg for Load Temp

4.0
City Limits 2nd to 4th
0.21

Notice there are no curbs

1 2'-4th
14-3rd
~~14-2nd~~
40' 2nd to Front

8	9
17	16

DRAIN

Scale 1"=800'

T. 22 S., R. 5 W., W.M.

DOUGLAS COUNTY

Rev. 6-1-56

R E S O L U T I O N

6-12-62

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Drain is an incorporated city of the State of Oregon and has a population of 1052 as given by the latest official census; and

WHEREAS, the following streets of said city,

C street from First street to Hwy 38

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are i. their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Drain does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate V.R. Thomas as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12th day of June, 1962.

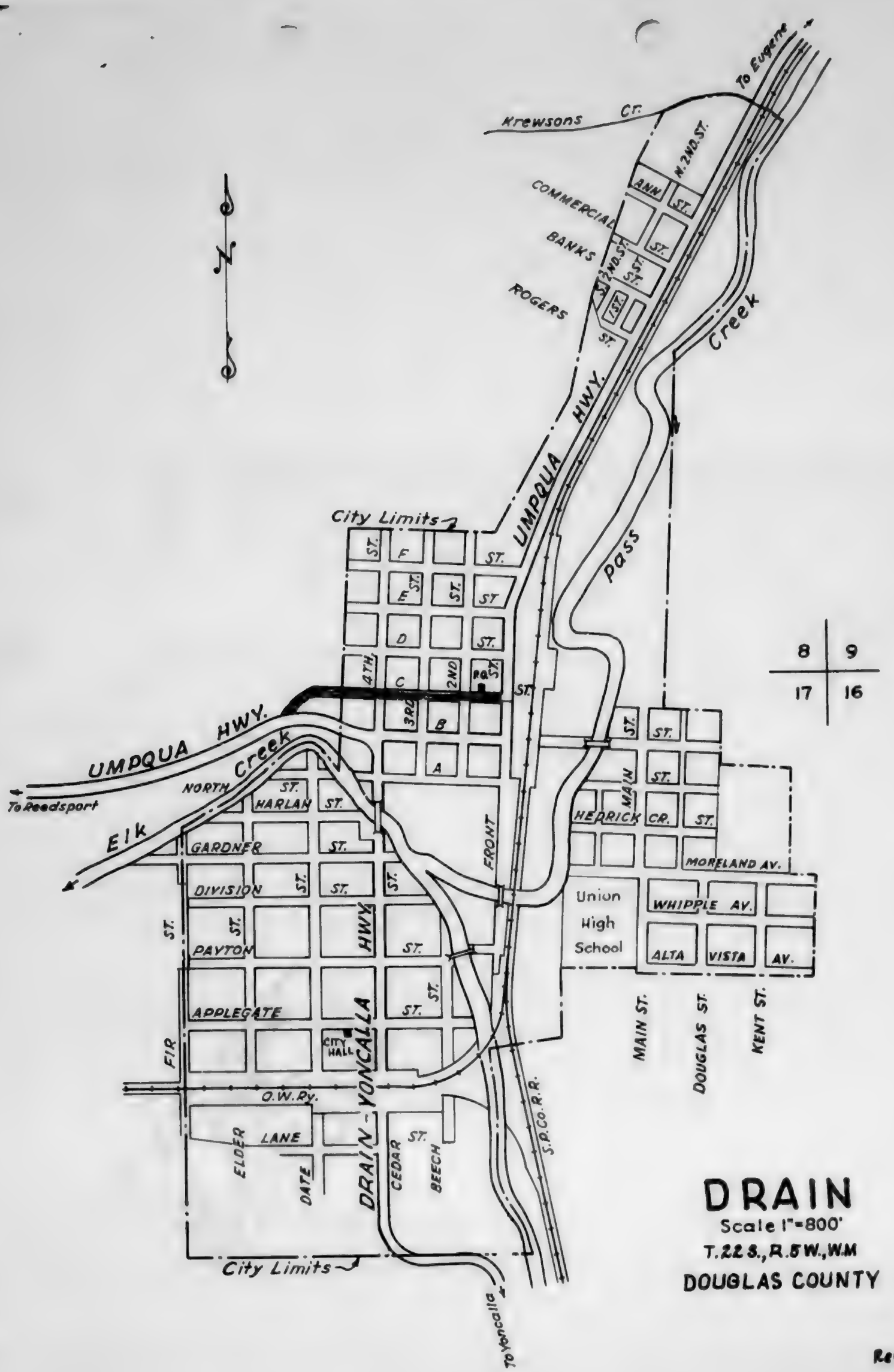
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Drain at a regular or special meeting of said Council, held on the 12th day of June, 19 62 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of June, 19 62

V.R. Thomas
City Recorder



DRAIN

Scale 1"=800'

T. 22 S., R. 5 W., W.M.

DOUGLAS COUNTY

Rev. 6-1-56

T. A. MYERS
MAYOR

VERNE THOMAS
RECORDER

FORREST JOHNSON
TREASURER



COUNCILMEN
GLEN WOOLLEY
R. F. RANDALL
C. R. MILLER
HUGH WHIPPLE

NOTED
DON HARWELL

NOTED
Harold C. Ayers

NO
NOTED
Harold C. Ayers

CITY OF DRAIN

DRAIN, OREGON

March 13, 1962

NOTED

H. E. Cox, Engineer
County and City Relations Division
c/o State Highway Department
Salem, Oregon

NOTED
R. H. PRANGE

Dear Sir:

We received your letter of January 10 regarding the appropriation of $25,000 annually to the cities under [illegible] population from streets [illegible] highway system within cities.

We would appreciate your sending us the necessary applications for the above allocation of funds. Thank you.

Very truly yours,

City Recorder

Vol P. Thomas

City Attorney

RECEIVED
MAR 1 1962
ENGINEER
COUNTY & CITY RELATIONS

I-80N-2(32)	Mitchell Pt.-Hood River	1963
56	Sec., Columbia River Hwy.	
6339	Roadside Improve.	

RECEIVED
MAR 5 - 1965
FOR FILING

March 5, 1965

U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

On February 26, 1965, we wrote to you concerning release of final payment on Contract No. 6339 awarded to E. P. Baltz & Son, for roadside improvement on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

Final payment on this contract is $2,815.29 and the total contract amount is $35,269.90, including $10.01 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mg

cc: E. P. Baltz & Son
9817 E. Burnside Street
Portland 16, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
FEB 26 1965
FOR FILING
6337

February 25, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed December 31, 1964 on Contract No. 6339. The contract was with E. P. Baltz and Son and was for roadside improvement on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 25, 1965, and that you concur in this procedure at the Commission meeting on March 11.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

LPS:bjs

RECEIVED
JAN 11 1965
FOR FILING
6339

Salem, Oregon
January 8, 1965

Third Notification
Contract No. 6339

Mr. G. A. Starkey
Resident Highway Engineer
P. O. Box 617
Hood River, Oregon 97031

Herewith is a copy of your Second and Third Notification on the Mitchell Point-Hood River Roadside Improvement Project and of Construction Division's letter dated January 3, 1964, the second paragraph of which covers submission of the Third Notification on this type of project.

Our interpretation of the specifications for this project (pp. 20-21 and p. 24, lawn) is that the earliest completion of the establishment period is June 30, 1965. We will not accept the December 31, 1964, date for the Third Notification without assurance that it is actually the end of the establishment period. If this is so we should have had a completion date a minimum of 90 days earlier, or when all original contract work was done.

Please advise us of the status of the project and the completion of contract work if earlier than December 1, 1964.

D. B. Parkes
Contracts Payments Engr.

cc: F. D. Morgan
J. F. Putnam

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER		WEEK ENDING: January 8, 1965
SECTION: Mitchell Point-Hood River		SECTION PREFIX: 614-1055
HIGHWAY: Columbia River		COUNTY: Hood River
NAME OF JOB: Mitchell Point - Hood River	KIND OF WORK: Roadside Improvement	
CONTRACTOR: E. P. Baltz & Son	CONTRACT NUMBER: 6339	FEDERAL AID PROJECT NUMBER: I-80N-2(32)56 & I-80N-3(38)61
DATE OF CONTRACT: Oct. 10, 1963	DATE WORK STARTED: November 5, 1963	ESTIMATED COMPLETION DATE: December 31, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: 57	WORK DAYS USED: 46
PROJECT AUTHORIZATION: $41,378.78	ENGINEERING AUTHORIZATION: $2,942.71	PERCENT OF TIME ELAPSED: 80%
EXCLUSIVE OF ENGINEERING: $38,439.07	ENGINEERING COST TO DATE: $4,800.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $35,269.90	PERCENT OF AUTHORIZATION: 163 %	100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8.2 %	DATE PROJECT WAS COMPLETED: December 31, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Snow		
TUESDAY	Snow		
WEDNESDAY	Cloudy		
THURSDAY	Snow		
FRIDAY	Cloudy		
SATURDAY			

CONSTRUCTION DIVISION
RECEIVED
JAN 11 1965

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activity
TUESDAY	Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	

REMARKS

The contractor has asked to be relieved from mulching the last planted area because there is no sawdust available at this time. From past experience with the wind in this area, we know only a small percentage of the mulching stays in place.

Since it only involves 4 or 5 units or approximently $75.00 , we eliminated the balance of this Item.

We will send in the Semi-Final the first part of next week.

This will be the last weekly report on this project.

SIGNED J. A. Starkey

ADDRESS P. O. Box 617, Hood River, Oregon 97031

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

Form Approved; Budget Bureau No. 41-R2089

MONTRL# TRANSACTION NO.	FOR R-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
I-80N-2(32)54	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
6339	11-14-63	Hood River
		PROJECT NO.
		I-80N-3(38)61

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Hood River E. City Lts. E. 0.5 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-63	0.265
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,207.00	$ 1,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone

State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XXX~~ A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer November 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

FORM PR-2, FEDERAL-AID PROJECT AGREEMENT (SUPPLEMENT)

REQUIRED NONDISCRIMINATION PROVISION FOR INCLUSION IN THE FEDERAL-AID PROJECT AGREEMENT BETWEEN THE STATE HIGHWAY DEPARTMENT AND THE BUREAU OF PUBLIC ROADS

THE STATE HIGHWAY DEPARTMENT HEREBY AGREES THAT IT WILL INCORPORATE OR CAUSE TO BE INCORPORATED INTO ANY CONTRACT FOR CONSTRUCTION WORK, OR MODIFICATION THEREOF, AS DEFINED IN THE RULES AND REGULATIONS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, WHICH IS PAID FOR IN WHOLE OR IN PART WITH FUNDS OBTAINED FROM THE FEDERAL GOVERNMENT OR BORROWED ON THE CREDIT OF THE FEDERAL GOVERNMENT PURSUANT TO A GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, OR UNDERTAKEN PURSUANT TO ANY FEDERAL PROGRAM INVOLVING SUCH GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, THE FOLLOWING EQUAL OPPORTUNITY CLAUSE:

"DURING THE PERFORMANCE OF THIS CONTRACT, THE CONTRACTOR AGREES AS FOLLOWS:

(1) THE CONTRACTOR WILL NOT DISCRIMINATE AGAINST ANY EMPLOYEE OR APPLICANT FOR EMPLOYMENT BECAUSE OF RACE, CREED, COLOR OR NATIONAL ORIGIN. THE CONTRACTOR WILL TAKE AFFIRMATIVE ACTION TO ENSURE THAT APPLICANTS ARE EMPLOYED, AND THAT EMPLOYEES ARE TREATED DURING EMPLOYMENT WITHOUT REGARD TO THEIR RACE, CREED, COLOR OR NATIONAL ORIGIN. SUCH ACTION SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING: EMPLOYMENT, UPGRADING, DEMOTION OR TRANSFER; RECRUITMENT OR RECRUITMENT ADVERTISING; LAYOFF OR TERMINATION; RATES OF PAY OR OTHER FORMS OF COMPENSATION; AND SELECTION FOR TRAINING, INCLUDING APPRENTICESHIP. THE CONTRACTOR AGREES TO POST IN CONSPICUOUS PLACES, AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT, NOTICES TO BE PROVIDED SETTING FORTH THE PROVISIONS OF THIS NONDISCRIMINATION CLAUSE.

(2) THE CONTRACTOR WILL, IN ALL SOLICITATIONS OR ADVERTISEMENTS FOR EMPLOYEES PLACED BY OR ON BEHALF OF THE CONTRACTOR, STATE THAT ALL QUALIFIED APPLICANTS WILL RECEIVE CONSIDERATION FOR EMPLOYMENT WITHOUT REGARD TO RACE, CREED, COLOR OR NATIONAL ORIGIN.

(3) THE CONTRACTOR WILL SEND TO EACH LABOR UNION OR REPRESENTATIVE OF WORKERS WITH WHICH HE HAS A COLLECTIVE BARGAINING AGREEMENT OR OTHER CONTRACT OR UNDERSTANDING, A NOTICE TO BE PROVIDED ADVISING THE SAID LABOR UNION OR WORKERS' REPRESENTATIVE OF THE CONTRACTOR'S COMMITMENTS UNDER THIS SECTION, AND SHALL POST COPIES OF THE NOTICE IN CONSPICUOUS PLACES AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT.

(4) THE CONTRACTOR WILL COMPLY WITH ALL PROVISIONS OF EXECUTIVE ORDER NO. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND OF THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY CREATED THEREBY.

(5) THE CONTRACTOR WILL FURNISH ALL INFORMATION AND REPORTS REQUIRED BY EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER NO. 11114 OF JUNE 22, 1963, AND BY THE RULES, REGULATIONS AND ORDERS OF THE SAID COMMITTEE, OR PURSUANT THERETO, AND WILL PERMIT ACCESS TO HIS BOOKS, RECORDS AND ACCOUNTS BY THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE FOR PURPOSES OF INVESTIGATION TO ASCERTAIN COMPLIANCE WITH SUCH RULES, REGULATIONS AND ORDERS.

(6) IN THE EVENT OF THE CONTRACTOR'S NONCOMPLIANCE WITH THE NONDISCRIMINATION CLAUSES OF THIS CONTRACT OR WITH ANY OF THE SAID RULES, REGULATIONS OR ORDERS, THIS CONTRACT MAY BE CANCELLED, TERMINATED OR SUSPENDED IN WHOLE OR IN PART AND THE CONTRACTOR MAY BE DECLARED INELIGIBLE FOR FURTHER GOVERNMENT CONTRACTS OR FEDERALLY ASSISTED CONSTRUCTION CONTRACTS IN ACCORDANCE WITH PROCEDURES AUTHORIZED IN EXECUTIVE ORDER NO. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND SUCH OTHER SANCTIONS MAY BE IMPOSED AND REMEDIES INVOKED AS PROVIDED IN THE SAID EXECUTIVE ORDER OR BY RULE, REGULATION OR ORDER OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, OR AS OTHERWISE PROVIDED BY LAW.

(7) THE CONTRACTOR WILL INCLUDE THE PROVISIONS OF PARAGRAPHS (1) THROUGH (7) IN EVERY SUBCONTRACT OR PURCHASE ORDER UNLESS EXEMPTED BY RULES, REGULATIONS OR ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY ISSUED PURSUANT TO SECTION 303 OF EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, SO THAT SUCH PROVISIONS WILL BE BINDING UPON EACH SUBCONTRACTOR OR VENDOR. THE CONTRACTOR WILL TAKE SUCH ACTION WITH RESPECT TO ANY SUBCONTRACT OR PURCHASE ORDER AS THE BUREAU OF PUBLIC ROADS MAY DIRECT AS A MEANS OF ENFORCING SUCH PROVISIONS, INCLUDING SANCTIONS FOR NONCOMPLIANCE: PROVIDED, HOWEVER, THAT IN THE EVENT A CONTRACTOR BECOMES INVOLVED IN, OR IS THREATENED WITH, LITIGATION WITH A SUBCONTRACTOR OR VENDOR AS A RESULT OF SUCH DIRECTION BY THE BUREAU, THE CONTRACTOR MAY REQUEST THE UNITED STATES TO ENTER INTO SUCH LITIGATION TO PROTECT THE INTERESTS OF THE UNITED STATES."

THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL BE BOUND BY THE ABOVE EQUAL OPPORTUNITY CLAUSE IN ANY FEDERALLY ASSISTED CONSTRUCTION WORK WHICH IT PERFORMS ITSELF OTHER THAN THROUGH THE PERMANENT WORK FORCE DIRECTLY EMPLOYED BY AN AGENCY OF GOVERNMENT.

THE STATE HIGHWAY DEPARTMENT AGREES THAT IT WILL COOPERATE ACTIVELY WITH THE BUREAU OF PUBLIC ROADS AND THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY IN OBTAINING THE COMPLIANCE OF CONTRACTORS AND SUBCONTRACTORS WITH THE EQUAL OPPORTUNITY CLAUSE AND THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE COMMITTEE, THAT IT WILL FURNISH THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE SUCH INFORMATION AS THEY MAY REQUIRE FOR THE SUPERVISION OF SUCH COMPLIANCE, AND THAT IT WILL OTHERWISE ASSIST THE BUREAU OF PUBLIC ROADS IN THE DISCHARGE OF THE BUREAU'S PRIMARY RESPONSIBILITY FOR SECURING COMPLIANCE. THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL REFRAIN FROM ENTERING INTO ANY CONTRACT OR CONTRACT MODIFICATION SUBJECT TO EXECUTIVE ORDER 11114 WITH A CONTRACTOR DEBARRED FROM, OR WHO HAS NOT DEMONSTRATED ELIGIBILITY FOR, GOVERNMENT CONTRACTS AND FEDERALLY ASSISTED CONSTRUCTION CONTRACTS PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925 AND WILL CARRY OUT SUCH SANCTIONS AND PENALTIES FOR VIOLATION OF THE EQUAL OPPORTUNITY CLAUSE AS MAY BE IMPOSED UPON CONTRACTORS AND SUBCONTRACTORS BY THE BUREAU OF PUBLIC ROADS OR THE COMMITTEE PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925. IN ADDITION, THE STATE HIGHWAY DEPARTMENT AGREES THAT IF IT FAILS OR REFUSES TO COMPLY WITH THESE UNDERTAKINGS THE BUREAU OF PUBLIC ROADS MAY CANCEL, TERMINATE OR SUSPEND IN WHOLE OR IN PART THIS GRANT (CONTRACT, LOAN, INSURANCE, GUARANTEE), MAY REFRAIN FROM EXTENDING ANY FURTHER ASSISTANCE UNDER ANY OF ITS PROGRAMS SUBJECT TO EXECUTIVE ORDER 11114 UNTIL SATISFACTORY ASSURANCE OF FUTURE COMPLIANCE HAS BEEN RECEIVED FROM SUCH STATE HIGHWAY DEPARTMENT, OR MAY REFER THE CASE TO THE DEPARTMENT OF JUSTICE FOR APPROPRIATE LEGAL PROCEEDINGS.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(38)61

EAST HOOD RIVER INTERCHANGE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 25, 1963

Type Code X005
Roadside Improvement (Sta. 1212+00 to Sta. 1226+00) (Contract 6339)

Furnishing and Placing Topsoil	90 cu.yd.	$ 3.25	$ 292.50
Furnishing and Planting Trees	75 only	9.50	712.50
Inorganic Fertilizer, 10-16-8	1 cwt.	5.50	5.50
Manure Fertilizer	5 cu.yd.	9.50	47.50
Mulch Material	2 unit	15.00	30.00
			$1,088.00
Flagging (5715% of Contractor's Cost)	All Required		10.00
	Subtotal		$1,098.00
	10% Engr. & Cont.		109.00
	Total		$1,207.00

Length of Project - - - - - - - 0.265 Mile

Federal Funds- -	$1,100.00
State Funds- -	107.00
	$1,207.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(38)61

EAST HOOD RIVER INTERCHANGE SECTION OF

THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1963

Type Code Y005
Roadside Improvement (Sta. 1212+00 to Sta. 1226+00)

Furnishing and Placing Topsoil	90 cu.yds.	$ 3.00	$ 270.00
Furnishing and Planting Trees	75 only	9.00	675.00
Inorganic Fertilizer, 10-16-8	1 cwt.	5.50	5.50
Manure Fertilizer	5 cu.yds.	6.00	30.00
Mulch Material	2 units	15.00	30.00
			$1,010.50
Flagging (57½% of Contractor's Cost)	All Required		10.00
	Subtotal		$1,020.50
	10% Engr. & Cont.		101.50
	Total		$1,122.00

Length of Project - - - - - - - - - - - - - 0.265 mile

Federal Funds - $1,000.00

State Funds - 122.00

$1,122.00

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. F-IN-2(32)56

PROJECT REPORT NO. 5

FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE: Oregon

COUNTY: Hood River

PROJECT NO. I-80N-2(32)56

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Mitchell Point to Hood River

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-63	5.038
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 39,254.00	$ 36,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd J. Stuart
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Bucklund, Administrative Manager

Date executed by Division Engineer November 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

FORM PR-2, FEDERAL-AID PROJECT AGREEMENT (SUPPLEMENT)

REQUIRED NONDISCRIMINATION PROVISION FOR INCLUSION IN THE FEDERAL-AID PROJECT AGREEMENT BETWEEN THE STATE HIGHWAY DEPARTMENT AND THE BUREAU OF PUBLIC ROADS

THE STATE HIGHWAY DEPARTMENT HEREBY AGREES THAT IT WILL INCORPORATE OR CAUSE TO BE INCORPORATED INTO ANY CONTRACT FOR CONSTRUCTION WORK, OR MODIFICATION THEREOF, AS DEFINED IN THE RULES AND REGULATIONS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, WHICH IS PAID FOR IN WHOLE OR IN PART WITH FUNDS OBTAINED FROM THE FEDERAL GOVERNMENT OR BORROWED ON THE CREDIT OF THE FEDERAL GOVERNMENT PURSUANT TO GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, OR UNDERTAKEN PURSUANT TO ANY FEDERAL PROGRAM INVOLVING SUCH GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, THE FOLLOWING EQUAL OPPORTUNITY CLAUSE:

"DURING THE PERFORMANCE OF THIS CONTRACT, THE CONTRACTOR AGREES AS FOLLOWS:

(1) THE CONTRACTOR WILL NOT DISCRIMINATE AGAINST ANY EMPLOYEE OR APPLICANT FOR EMPLOYMENT BECAUSE OF RACE, CREED, COLOR OR NATIONAL ORIGIN. THE CONTRACTOR WILL TAKE AFFIRMATIVE ACTION TO ENSURE THAT APPLICANTS ARE EMPLOYED, AND THAT EMPLOYEES ARE TREATED DURING EMPLOYMENT WITHOUT REGARD TO THEIR RACE, CREED, COLOR OR NATIONAL ORIGIN. SUCH ACTION SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING: EMPLOYMENT, UPGRADING, DEMOTION OR TRANSFER; RECRUITMENT OR RECRUITMENT ADVERTISING; LAYOFF OR TERMINATION; RATES OF PAY OR OTHER FORMS OF COMPENSATION; AND SELECTION FOR TRAINING, INCLUDING APPRENTICESHIP. THE CONTRACTOR AGREES TO POST IN CONSPICUOUS PLACES, AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT, NOTICES TO BE PROVIDED SETTING FORTH THE PROVISIONS OF THIS NONDISCRIMINATION CLAUSE.

(2) THE CONTRACTOR WILL, IN ALL SOLICITATIONS OR ADVERTISEMENTS FOR EMPLOYEES PLACED BY OR ON BEHALF OF THE CONTRACTOR, STATE THAT ALL QUALIFIED APPLICANTS WILL RECEIVE CONSIDERATION FOR EMPLOYMENT WITHOUT REGARD TO RACE, CREED, COLOR OR NATIONAL ORIGIN.

(3) THE CONTRACTOR WILL SEND TO EACH LABOR UNION OR REPRESENTATIVE OF WORKERS WITH WHICH HE HAS A COLLECTIVE BARGAINING AGREEMENT OR OTHER CONTRACT OR UNDERSTANDING, A NOTICE TO BE PROVIDED ADVISING THE SAID LABOR UNION OR WORKERS' REPRESENTATIVE OF THE CONTRACTOR'S COMMITMENTS UNDER THIS SECTION, AND SHALL POST COPIES OF THE NOTICE IN CONSPICUOUS PLACES AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT.

(4) THE CONTRACTOR WILL COMPLY WITH ALL PROVISIONS OF EXECUTIVE ORDER NO. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND OF THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY CREATED THEREBY.

(5) THE CONTRACTOR WILL FURNISH ALL INFORMATION AND REPORTS REQUIRED BY EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER NO. 11114 OF JUNE 22, 1963, AND BY THE RULES, REGULATIONS AND ORDERS OF THE SAID COMMITTEE, OR PURSUANT THERETO, AND WILL PERMIT ACCESS TO HIS BOOKS, RECORDS AND ACCOUNTS BY THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE FOR PURPOSES OF INVESTIGATION TO ASCERTAIN COMPLIANCE WITH SUCH RULES, REGULATIONS AND ORDERS.

(6) IN THE EVENT OF THE CONTRACTOR'S NONCOMPLIANCE WITH THE NONDISCRIMINATION CLAUSES OF THIS CONTRACT OR WITH ANY OF THE SAID RULES, REGULATIONS OR ORDERS, THIS CONTRACT MAY BE CANCELLED, TERMINATED OR SUSPENDED IN WHOLE OR IN PART AND THE CONTRACTOR MAY BE DECLARED INELIGIBLE FOR FURTHER GOVERNMENT CONTRACTS OR FEDERALLY ASSISTED CONSTRUCTION CONTRACTS IN ACCORDANCE WITH PROCEDURES AUTHORIZED IN EXECUTIVE ORDER NO. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND SUCH OTHER SANCTIONS MAY BE IMPOSED AND REMEDIES INVOKED AS PROVIDED IN THE SAID EXECUTIVE ORDER OR BY RULE, REGULATION OR ORDER OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, OR AS OTHERWISE PROVIDED BY LAW.

(7) THE CONTRACTOR WILL INCLUDE THE PROVISIONS OF PARAGRAPHS (1) THROUGH (7) IN EVERY SUBCONTRACT OR PURCHASE ORDER UNLESS EXEMPTED BY RULES, REGULATIONS OR ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY ISSUED PURSUANT TO SECTION 303 OF EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, SO THAT SUCH PROVISIONS WILL BE BINDING UPON EACH SUBCONTRACTOR OR VENDOR. THE CONTRACTOR WILL TAKE SUCH ACTION WITH RESPECT TO ANY SUBCONTRACT OR PURCHASE ORDER AS THE BUREAU OF PUBLIC ROADS MAY DIRECT AS A MEANS OF ENFORCING SUCH PROVISIONS, INCLUDING SANCTIONS FOR NONCOMPLIANCE: PROVIDED, HOWEVER, THAT IN THE EVENT A CONTRACTOR BECOMES INVOLVED IN, OR IS THREATENED WITH, LITIGATION WITH A SUBCONTRACTOR OR VENDOR AS A RESULT OF SUCH DIRECTION BY THE BUREAU, THE CONTRACTOR MAY REQUEST THE UNITED STATES TO ENTER INTO SUCH LITIGATION TO PROTECT THE INTERESTS OF THE UNITED STATES."

THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL BE BOUND BY THE ABOVE EQUAL OPPORTUNITY CLAUSE IN ANY FEDERALLY ASSISTED CONSTRUCTION WORK WHICH IT PERFORMS ITSELF OTHER THAN THROUGH THE PERMANENT WORK FORCE DIRECTLY EMPLOYED BY AN AGENCY OF GOVERNMENT.

THE STATE HIGHWAY DEPARTMENT AGREES THAT IT WILL COOPERATE ACTIVELY WITH THE BUREAU OF PUBLIC ROADS AND THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY IN OBTAINING THE COMPLIANCE OF CONTRACTORS AND SUBCONTRACTORS WITH THE EQUAL OPPORTUNITY CLAUSE AND THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE COMMITTEE, THAT IT WILL FURNISH THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE SUCH INFORMATION AS THEY MAY REQUIRE FOR THE SUPERVISION OF SUCH COMPLIANCE, AND THAT IT WILL OTHERWISE ASSIST THE BUREAU OF PUBLIC ROADS IN THE DISCHARGE OF THE BUREAU'S PRIMARY RESPONSIBILITY FOR SECURING COMPLIANCE. THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL REFRAIN FROM ENTERING INTO ANY CONTRACT OR CONTRACT MODIFICATION SUBJECT TO EXECUTIVE ORDER 11114 WITH A CONTRACTOR DEBARRED FROM, OR WHO HAS NOT DEMONSTRATED ELIGIBILITY FOR, GOVERNMENT CONTRACTS AND FEDERALLY ASSISTED CONSTRUCTION CONTRACTS PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925 AND WILL CARRY OUT SUCH SANCTIONS AND PENALTIES FOR VIOLATION OF THE EQUAL OPPORTUNITY CLAUSE AS MAY BE IMPOSED UPON CONTRACTORS AND SUBCONTRACTORS BY THE BUREAU OF PUBLIC ROADS OR THE COMMITTEE PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925. IN ADDITION, THE STATE HIGHWAY DEPARTMENT AGREES THAT IF IT FAILS OR REFUSES TO COMPLY WITH THESE UNDERTAKINGS THE BUREAU OF PUBLIC ROADS MAY CANCEL, TERMINATE OR SUSPEND IN WHOLE OR IN PART THIS GRANT (CONTRACT, LOAN, INSURANCE, GUARANTEE), MAY REFRAIN FROM EXTENDING ANY FURTHER ASSISTANCE UNDER ANY OF ITS PROGRAMS SUBJECT TO EXECUTIVE ORDER 11114 UNTIL SATISFACTORY ASSURANCE OF FUTURE COMPLIANCE HAS BEEN RECEIVED FROM SUCH STATE HIGHWAY DEPARTMENT, OR MAY REFER THE CASE TO THE DEPARTMENT OF JUSTICE FOR APPROPRIATE LEGAL PROCEEDINGS.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(32)56

HITCHELL POINT-HOOD RIVER SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 25, 1963

Furnishing and Placing Topsoil	870	cu.yds.	$ 3.25	$ 2,827.50
1/2-inch Galvanized Steel Pipe	1,300	lin.ft.	0.45	585.00
3/4-inch Galvanized Steel Pipe	1,400	lin.ft.	0.50	700.00
1-inch Galvanized Steel Pipe	920	lin.ft.	0.59	542.80
1 1/4-inch Galvanized Steel Pipe	990	lin.ft.	0.68	673.20
1 1/2-inch Galvanized Steel Pipe	590	lin.ft.	0.83	489.70
2-inch Galvanized Steel Pipe	980	lin.ft.	1.15	1,127.00
2-inch Galvanized Steel Pipe on RR Structure	240	lin.ft.	2.50	600.00
2-inch Gate Valves	1	only	20.00	20.00
1-inch Automatic Control Valves	1	only	24.70	24.70
1 1/4-inch Automatic Control Valves	3	only	26.93	80.79
1 1/2-inch Automatic Control Valves	1	only	36.80	36.80
2-inch Automatic Control Valves	15	only	57.64	864.60
3/4-inch Quick-Coupling Hose Valves	1	only	24.75	24.75
1/2-inch Manual Drain Valves	22	only	9.00	198.00
2-inch Vacuum Breakers	7	only	23.10	161.70
Pop-up Sprinkler Heads, Nonrevolving	110	only	3.25	357.50
Pop-up Rotary Sprinkler Heads	24	only	23.79	570.96
Shrubbery Sprinkler Heads	240	only	1.63	391.20
20-Section Automatic Sprinkler Controller	1	only	1,392.00	1,392.00
Control Valve Markers	8	only	6.00	48.00
3/4-inch Galvanized Steel Pipe (Conduit)	40	lin.ft.	5.00	200.00
1 1/2-inch Galvanized Steel Pipe (Conduit)	120	lin.ft.	2.00	240.00
Furnishing and Planting Trees	65	only	9.50	617.50
Furnishing and Planting Shrubs	2,800	only	3.60	10,080.00
Furnishing and Planting Dearberry	15,100	only	0.45	6.795.00
Lawn Construction	0.70	acre	1,200.00	840.00
Grass Seed, Kentucky Bluegrass	30	lbs.	0.80	24.00
Grass Seed, Creeping Red Fescue	56	lbs.	0.60	33.60
Grass Seed, Highland Bentgrass	30	lbs.	0.65	19.50
Organic Fertilizer, 5-3-2	36	CWT	5.50	198.00
Inorganic Fertilizer, 10-16-8	19	CWT	5.50	104.50
Manure Fertilizer	285	cu.yds.	9.50	2,707.50
Mulch Material	138	units	15.00	2,070.00
				$35,645.80

Flagging (57½ of Contractor's Cost)	All Required	$ 40.00
	Subtotal	$35,685.80
	10% Engr. & Cont.	3,568.20
	Total	$39,254.00

Length of Project - - - - - - - 5.038 Miles

Federal Funds -	$36,100.00
State Funds -	3,154.00
	$39,254.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(32)56

MITCHELL POINT-HOOD RIVER SECTION

OF THE COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 9, 1963

Type Code X005
Roadside Improvement (Sta. 936+00 to Sta. 1202+00)

Furnishing and Placing Topsoil	870	cu.yds.	$ 3.00	$ 2,610.00
1/2-inch Galvanized Steel Pipe	1,300	lin.ft.	0.40	520.00
3/4-inch Galvanized Steel Pipe	1,400	lin.ft.	0.55	770.00
1-inch Galvanized Steel Pipe	920	lin.ft.	0.60	552.00
1-1/4 Inch Galvanized Steel Pipe	990	lin.ft.	0.75	742.50
1-1/2 Inch Galvanized Steel Pipe	590	lin.ft.	0.90	531.00
2-inch Galvanized Steel Pipe	980	lin.ft.	1.10	1,078.00
2-inch Galvanized Steel Pipe on R.R. Structure	240	lin.ft.	1.50	360.00
2-inch Gate Valves	1	only	20.00	20.00
1-inch Automatic Control Valves	1	only	25.00	25.00
1-1/4 Inch Automatic Control Valves	3	only	30.00	90.00
1-1/2 Inch Automatic Control Valves	1	only	35.00	35.00
2-inch Automatic Control Valves	15	only	45.00	675.00
3/4-inch Quick-Coupling Hose Valves	1	only	7.00	7.00
1/2-inch Manual Drain Valves	22	only	8.00	176.00
2-inch Vacuum Breakers	7	only	27.00	189.00
Pop-Up Sprinkler Heads, Nonrevolving	110	only	4.50	495.00
Pop-Up Rotary Sprinkler Heads	24	only	25.00	600.00
Shrubber Sprinkler Heads	240	only	3.00	720.00
20-Section Automatic Sprinkler Controller	1	only	750.00	750.00
Control Valve Markers	8	only	4.50	36.00
3/4-inch Galvanized Steel Pipe (Conduit)	40	lin.ft.	1.25	50.00
1-1/2 Inch Galvanized Steel Pipe (Conduit)	120	lin.ft.	2.50	300.00
Furnishing and Planting Trees	65	only	9.00	585.00
Furnishing and Planting Shrubs	2,800	only	3.50	9,800.00
Furnishing and Planting Bearberry	15,100	only	0.45	6,795.00
Lawn Construction	0.70	acres	1,300.00	910.00
Grass Seed, Kentucky Bluegrass	30	lbs.	0.75	22.50
Grass Seed, Creeping Red Fescue	56	lbs.	0.70	39.20
Grass Seed, Highland Bentgrass	30	lbs.	0.80	24.00
Organic Fertiliser, 5-3-2	36	cwt.	5.50	198.00
Inorganic Fertiliser, 10-16-8	19	cwt.	5.50	104.50
Manure Fertiliser	285	cu.yd.	6.00	1,710.00
Mulch Material	138	units	15.00	2,070.00
				$33,589.70

		$33,589.70
Flagging (57½¢ of Contractor's Cost)	All Required	40.00
	Subtotal	$33,629.70
	10% Engr. & Cont.	3,362.30
	Total	$36,992.00

Length of Project - - - - - - - - - - - 5.038 miles

Federal Funds -	$34,000.00
State Funds -	2,992.00
	$36,992.00

RECEIVED
NOV 8 1963
FOR FILING

November 7, 1963

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 284 covering railroad protection on the Mitchell Point-Hood River (Roadside Improvement) Section of the Columbia River Highway in Hood River County, Contract No. 633, in connection with Federal-Aid Project No. I-80N-2(32)56.

It is necessary to reimburse the Union Pacific Railroad Company for protective services when the contractor installs water line through the structure over the railroad tracks.

Attached correspondence establishes the State's obligation to pay the protection costs.

This work was verbally recommended for approval by the BPR Area Engineer November 4, 1963. Your approval of the order as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CT:mb
Enc.

RECEIVED
OCT 28 1963
FOR FILING

October 28, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the Mitchell Point-Hood River (Roadside Improvement) Section of the Columbia River Highway in Hood River County, Contract No. 6339 in connection with Federal-Aid Project No. I-80N-3(38)61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DBP:mb
Enc.

RECEIVED
OCT 16 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

October 10, 1963

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-EC Salem, Oregon

Oregon Projects I-80N-2(32)56 and I-80N-3(38)61
Mitchell Point-Hood River Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above projects, we hereby concur as of this date in the award of contract No. 6339 to E. P. Baltz and Son of Portland, Oregon, low bidder in the amount of $36,733.80 at the October 8, 1963 bid opening.

original to Young
10-14-63

NOTED
LLOYD P. SHAW

RECEIVED
OCT 11 1963
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 10, 1963

E. P. Baltz & Son
[illegible] E. Burnside Street
Portland 16
Oregon

Gentlemen:

The State Highway Commission on October 10, 1963, awarded to you State Highway Contract No. 6337 for the following project:

Roadside improvement on the Mitchell Point-Hood River Section of the Columbia River Highway in Hood River County.

This award was based on your low bid of $36,723.80 which was submitted to the Commission on October 8, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
L. H. Young
R. C. Savage (St. C)
Mark Astrup

RECEIVED
SEP 30 1963
FOR FILING
I-80N-2(32)56
6.237

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

September 16, 1963

By:
A. W. Parsons, Division Engineer
Salem, Oregon

G. R. Brooks
District Engineer

08-35.2-DA

Oregon Projects I-80N-2(32)56 and I-80N-3(38)61
Mitchell Point-Hood River Section
Roadside Improvement

P. S. and E. documents for the subject projects have been reviewed and are hereby approved. You are authorized to advertise the projects for bids. A signed copy of title sheet for each project is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired with relocation advisory assistance unnecessary as indicated in Mr. Wright's September 10, 1963 letter.

Authorization to proceed with all reimbursable utility adjustments is withheld until utility plans and detailed estimates are furnished to and approved by this office.

Attachment

RECEIVED
SEP 30 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young - with attach.
cc Gifford
9-30-63

NOTED
LLOYD P. SHAW

I-5-1(51) 12th St.-N. Ashland Interch. 1963
18 Sec., Pacific Hwy. (Roadside
#6340 Improve.)

RECEIVED
MAY 24 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 16, 1968

SUBJECT: Watering of Landscaped Areas

To: E. S. Hunter
Maintenance Engineer
S A L E M

RECEIVED
MAY 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Re: Your letter of May 9, 1968

Division believes that the area referred to by Mr. Newbry is as follows:

Station 928 to 955
12th St-N. Ashland Section
Pacific Highway
Jackson County
Contract 6340

This is south of Barnett Road Interchange and below the large retirement apartment building.

The northbound lanes are considerably above the southbound lanes and the steep slope was planted with Aaronsbeard St. Johnswort.

Under price agreement No. 1 on contract 6340 (see attached) a sprinkling system was installed. This system was to be fed by tank truck.

The system was installed in 1964 and watering was done as planned in 1964, 65 and 66. Then watering was discontinued.

The plants have died as well as some azaleas at Crater Lake, Barnett Road and Green Springs Interchange.

NOTED
JOM EDWARDS

Exotic plants in this hot and semi-arrid land are difficult to husband even under irrigated conditions.

All areas with piped water irrigation are regularly sprinkled with no exceptions. The plants in the non-irrigated areas must fend for themselves.

MAINTENANCE ENGINEER
RECEIVED
MAY 17 1968
MR AME AME OE AD
BS ABS AA FILE TA

Carl M. Williams
ASS'T DIVISION ENGINEER

CMW:cc
attach.
cc: R. L. Lammert

FORM E-361—SCH—7-60

SP*23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon 97501
May 14, 1968

SUBJECT: Watering Landscaped Area
Ashland Area

To: C. T. Keasey
Division Engineer
Roseburg, Oregon

The only irrigated landscape in the Ashland area is the Green Springs interchange. This interchange was watered every day during the hot part of the summer and every two or three days during the rest of the irrigation season. The water supply for this interchange is furnished by the City of Ashland.

The only area that Mr. Newberry can be referring to is that shrubbery planted on the rock pile under the Manor. This area has sprinkler heads but water is supplied from a tank truck, and, therefore not watered. Most of this shrubbery died during the past summer and is now a weed patch as it is too steep to mow. The azaleas at the Crater Lake, Burnett Road, and Green Springs have, for the most part, died. We are of the opinion that it is just too hot in this area for these plans to survive. The shrubbery that has died in the irrigated area was not from lack of water or attention.

R. L. Lammert
Dist. Maint. Supt.

RLL:flk

FORM B-00 6004 8-60 40007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1964

To: MEMO TO THE FILES

SUBJECT: PA #1, Sprinkler System
12th St.-No. Ashland Roadside Imp.
Contract No. 6340

Price Agreement #1 on this project has been submitted for the installation of a sprinkler system along the median strip where the level of the two roadways is different. The area is in a rock cut and the slope faces southwest, giving it maximum exposure to the sun. Under the conditions, watering of the planted material is deemed necessary to assure a reasonable survival rate.

There were two methods of watering considered, both of which involve the use of tank trucks as the source of water. One method used hoses and movable sprinklers, the other used a sprinkler system on header pipes. Both methods require the parking of the tank truck on the inside (left) shoulder of the freeway during the watering operation.

The watering will be needed from April through September, or about 26 weeks per year. The plants will need water at the rate of about once a week during this 26 week period, and will need watering for at least 3 years.

The rental rate established by our Maintenance Division for a 3,000 gallon tank truck, fully operated, is $54.00 per shift. The amount of water needed per watering is 6,000 gallons, or two loads. The time required for emptying the tank using the hoses is 3-1/2 hours, and with the sprinkler system 50 to 60 minutes. When the time required for filling and getting to the site is added, the total times required per week using the hoses would be one shift or 8 hours. When using the sprinkler system the total time required would be 3 hours.

Over a 3 year period, the total cost of watering with the hoses would be 3 x $54 x 26 = $4,212.00, assuming no additional cost for hoses or sprinklers. The total cost using the sprinkler system would be the cost of the system, $2,369.46, plus 3 x 3/8 x 54 x 26 = $1,579.50 for a total cost of $3,948.96. Thus, a cash savings of $263.04 to the taxpayer can be realized by using the sprinkler system.

54
7
378
26
2268
756
9828

ACRW

In addition to the cash saving, use of the sprinkler will reduce the amount of time the tank truck will be parked on the shoulder from about 7 hours to about 2 hours per week. This will materially reduce the hazard that may be caused by this necessary maintenance work.

It is, therefore, recommended that the sprinkler system be installed.

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjm

cc: L. P. Shaw
L. H. Young
L. R. Chandler
Mark Astrup
A. W. Parsons (2)

Form A-180—5M

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name 12th St.- N. Ashland Interchange Section Date January 28, 1964

Highway Pacific Contract No. 6340

County Jackson Prefix 615-1010

Contractor Sprague's Inc. F. A. Project No. I-5-1(51)18

Address P.O. Box 458, Lynnwood, Washington Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Install irrigation system in the median for the purpose of watering the Hypericum planting.

Locations by station numbers:

Sta. 928+00 to Sta. 955+00

Names of pay items, estimated quantities and agreed prices:

#6	1/2" Galv. Steel Pipe	720 lin. ft.	@ $0.54	=	$388.80
#7	3/4" " " "	360 " "	@ 0.59	=	212.40
#8	1" " " "	540 " "	@ 0.65	=	351.00
#9	1 1/4" " "	900 " "	@ 0.74	=	666.00
#10	1 1/2" " "	450 " "	@ 0.81	=	364.50
#11	2" " " "	120 " "	@ 0.94	=	112.80
#15	1 1/2" Gate Valves	12	@ 6.57	=	78.84

Continued on Reverse Side.

Specifications, basis of measurement and other provisions:

Work to be done in accordance with OSHD Specifications of May, 1954, and the Special Provisions for this Project. Work will begin upon approval.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

D.A. Heller

Project authorization	$ 121,579.41
Present estimate of project cost, including $2,369.46 for work under this order	$ 121,579.41
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: R.L. Poindexter for R.L. Poindexter, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: A. H. Resident Engineer or Bridge Engineer

Signed James T. Hait V.P. Contractor

Approved: Deputy State Highway Engineer, Assistant State Engineer or Office Engineer.

State Printing

RECEIVED
DEC 6 - 1966
FORM 2-53 50M 7-66 BP-1220.704

6 2 1 8
6 2 1 1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 2, 1966
Salem, Oregon

SUBJECT: SPRAGUES, INC.
LABOR VIOLATIONS

To: MEMORANDUM FOR FILE

On November 22, 1966, we received a memorandum from the Bureau of Public Roads relating to a review of our Project File I-5-1(55) Wall Creek-Siskiyou Station Section. The Bureau stated a foreman for Sprague's Commercial Landscaping, Inc., an approved sub-contractor on this project, had made complaints of failure to receive overtime compensation for work performed. The Bureau informed us they would not process the final report or final voucher until this matter had been resolved.

We immediately obtained a listing of all projects that Sprague, Inc., has either been the prime contractor or sub-contractor on for the Oregon State Highway Department. These projects are as follows:

CONTRACT NO.	FA PROJECT NO.	LOCATION	PRIME CONTRACTOR	STATUS OF CONTRACT
6274	I-5-1(55)304	South Unit, Minnesota Freeway	Sprague, Inc.	Final
6755	I-5-1([illegible])309	Wilsonville Safety Rest Area	Warren Northwest	Active
6254	I-5-1([illegible])55	Wall Creek-Siskiyou Station	Slate Hall	Final
6372	I-80N-5(11)17	Willow Creek-Airport Road	Earl McNutt Co.	Final
6349	I-80N-5([illegible])139	E.Junc.,Arlington Heppner Jct Inter	Rogers Const.	Final
6367	I-5-2(6)116	Roberts Mountain	Slate Hall	Final
6292	I-80N-5(8)145	Heppner Jct. Interchange	Rogers Const.	Final
6360	I-5-1(54)62	Siskiyou Station-Siskiyou Summit	Slate-Hall	Final
6241	I-5-1([illegible])309	S. Ashland Inter. Wall Creek	Peter Kiewit	Final
6671	I-80N-5(17)157	Airport Road-Arlington Junction	Sprague, Inc.	Active
6340	I-5-1([illegible])18	12th Street-N.Ashland Interchange	Sprague, Inc.	Final
6331	I-5-3(66)155	Inland-Willbur Road	Sprague, Inc.	Final

The Accounting Division has recently completed an audit of Contract [illegible], South Unit, Minnesota Freeway, for possible overtime violations. [illegible] paper is being turned over to the Legal Division for determination as to whether or not violations did occur

On November 30, 1966, a meeting was held with the Bureau of Public Roads to determine what action would be necessary by the State Highway Department to resolve this matter. At this meeting, the Bureau stated they had received a copy of a teletype from Mr. Patterson to John Bond (a copy is attached) notifying them of the complaint made by Mr. Rodney

Culp, foreman for Spragues, Inc., of the overtime violation on the Wall Creek - Siskiyou Station Section job. Mr. Culp stated the underpayment of overtime amounted to something over $4,000.00.

The Bureau was then asked if we would be required to conduct an audit on all of the jobs that Spragues had been associated with. They felt we should audit only the jobs in connection with the complaint.

A review of the certified payrolls submitted by Spragues, Inc., on the above projects were made, and it was mutually agreed that the following jobs would need to be audited:

Contract 6241 - Ashland-Wall Creek
Contract 6454 - WallCreek-Siskiyou Station
Contract 6360 - Siskiyou Station-Siskiyou Station

On December 1, 1966, Mrs. Sprague of Spragues, Inc., was contacted and asked if we could examine her records relating to the above projects that they had been the approved sub-contractor for. She stated we could not examine any records until she obtained legal advice from her attorney to determine if the Highway Department had authority to examine the records. We immediately advised our Legal Division of this situation.

At the present time, we are withholding $10,000.00 on Contract No. 6474, South Unit, Minnesota Freeway, and have stopped all payments to Spragues, Inc., on Contract No. 6671, Airport Road-Irrigon Junction, until this matter is settled.

C. H. Maison
Controller

CHM:rs

cc: R.L. Porter
E.B. Klaboe
G.E. Ronde
L.H. Young
F.D. Morgan
Bureau of Public Roads

RECEIVED
OCT 11 1965
FOR FILING

I-5-1(11)
5510

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
OCTOBER 7, 1965

SUBJECT: FILE NO. 37662 -JACKSON COUNTY
SEVEN OAKS-ASHLAND SECTION
PACIFIC HIGHWAY
SUNCREST SAFETY REST AREA

To: MR. F. D. MORGAN
CONSTRUCTION ENGINEER

ATTENTION MR. FLOYD SCOTT

CONSTRUCTION

MR. KLABOE HAS APPROVED ACQUISITION OF THE APPROXIMATELY ELEVEN ACRES OWNED BY JACKSON COUNTY BETWEEN BEAR CREEK AND THE FREEWAY INSTEAD OF THE ORIGINAL FIVE ACRES ON THE ABOVE SECTION.

PLEASE PREPARE A DESCRIPTION FOR THIS REVISED TAKING AS SOON AS POSSIBLE.

G. E. ROHDE
CHIEF COUNSEL

BY

JOHN R. OAKES
ASSISTANT RIGHT OF WAY ENGINEER

JRO:SM
cc: F. B. KLABOE
G. E. ROHDE
L. RILEY

NOTED
F. B. KLABOE

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 - 1965

I-5-1(51)18
6340

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

6340

Re: Oregon Projects I-5-1(51)18 and
I-5-1(49)09, 12th Street (Medford) -
N. Ashland and S. Ashland - Wall Creek Sections — 6241

Dear Sir:

Your letter of March 27, 1964, subject as above, authorized us to proceed with the acquisition of property for the proposed Sunerest Safety Rest Area.

In dealing with the Jackson County for the rest area site, they requested us to purchase all of their property east of Bear Creek as it is severed from all road access. This we are willing to do, requesting Federal participation for only five acres of the total. We believe this is justified from an appearance standpoint. It would also provide space for possible future enlargement of the rest area.

Rather than restricting the access control line to the area originally proposed for rest area development, we recommend and request that approval be obtained to establish the access control and fence line in the location shown on the attached plot plan of the Sunerest Rest Area.

Your early and favorable action will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabes
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Lloyd P. Shaw
F. D. Morgan
L. H. Young
David Talbot
D. H. Moehring
L. R. Chandler

Attachment

MHA:de srb

T.38S.,

HENRY AMER
D.L.C. NO.

ROYA
TF

0+52

+00

370'

1135

1135+22.98 POT.=
0+00 POT.

Gravel

N 1°E 61.5'

150'

150'

150'

130'

25'

25'

29 P.C.

38S., R. 1 W., W.M.

AMERMAN
C. NO. 80

Lot 53

AL ORCHARD
TRACT NO. 3

14

23

Scale 1"=2000'
File No 29343

George & Fe... to A... for...
392 — 20-24
M. M. Stutzman et u...
509-539
Lot 5

+00

+00

150

140'

1140

1145

Final Judg. RW 23234

31469 (1)

(RA)

S 40°29' E

150'

150'

130'

EXISTING ACCESS C...

001

+00

Lot 42

Lot 55

Lot 54

Stutzman et ux
509-539

George Nerton et ux
Vol. 354 P. 231

Fd N.E. Cor D.L.C. 59
N 223,235.94
E 1,381,552.41

N 222,900.91
E 1,381,680.62

185

1155

140

1150

+00

+00

+00

Barn

House

Cabin

Garage

29345

29344
Deed RW 21366
494-284

130

ESS CONTROL

Gov. Lot 3

EQUATION

Co. Rd 14+73.60 P.I.
N 222,680.56
E 382,569.79

Gov. Lot 2

S 76°31' W

+00

50

30

Co. Rd 13

30

+00

505-133

32685

East RW 22220

15

Co. Rd.
10°C.L.
Δ=27°00'
T=137

Co. Rd. 16+0

140'

RA

29348

Parcel 42

Deed RW 21830
500-89

1160+10

1160+20

N 222,628.95
E 138224.07

60

+00

55

80'

120'

Gov. Lot

S 49°31' W

185'
150

1160

29343

Deed RW 21963
501-370

RA

"1162+95.00 P.O.T. =
Co. Rd. 20+00.00 P.O.T.

9345 (1)

Final Judg RW 22598

130'

RH

175'

175'

+00

+00

150

29345 (3)

Fin Judg Easm RW 22598

50'

45'

HOUSE

HOUSE

HOUSE

on et ux
231

Gov. Lot 2

EQUATION

Gov. Lot 3

Co. Rd 14+73.60 PI
N 222,688.56
E 382,569.73

S76°31'W

+00

50

30'

Co. Rd 13+36.0

505-133

32685

Ease RW 22220

Co. Rd.
10° C.C.
Δ=27°00'
T=137.56

15

140'

Co. Rd. 16+06.04

ROAD

1160+10.34 BK
1160+20.30 Ahd.

N 222,628.95
E 1,382,245.97

65'

Parcel #2

29348

Deed RW 21830
500-89

HOUSE

HOUSE

+00

29343

21963
370

RA

1160

185'
150

S 49°31'W

60'

120'

Gov. Lot 5

1162+95.00 P.O.T. =
Co. Rd. 20+00.00 P.O.T.

1165

Final Judg RW 22598

RH

175'

175'

+00

HOUSE

29345

3

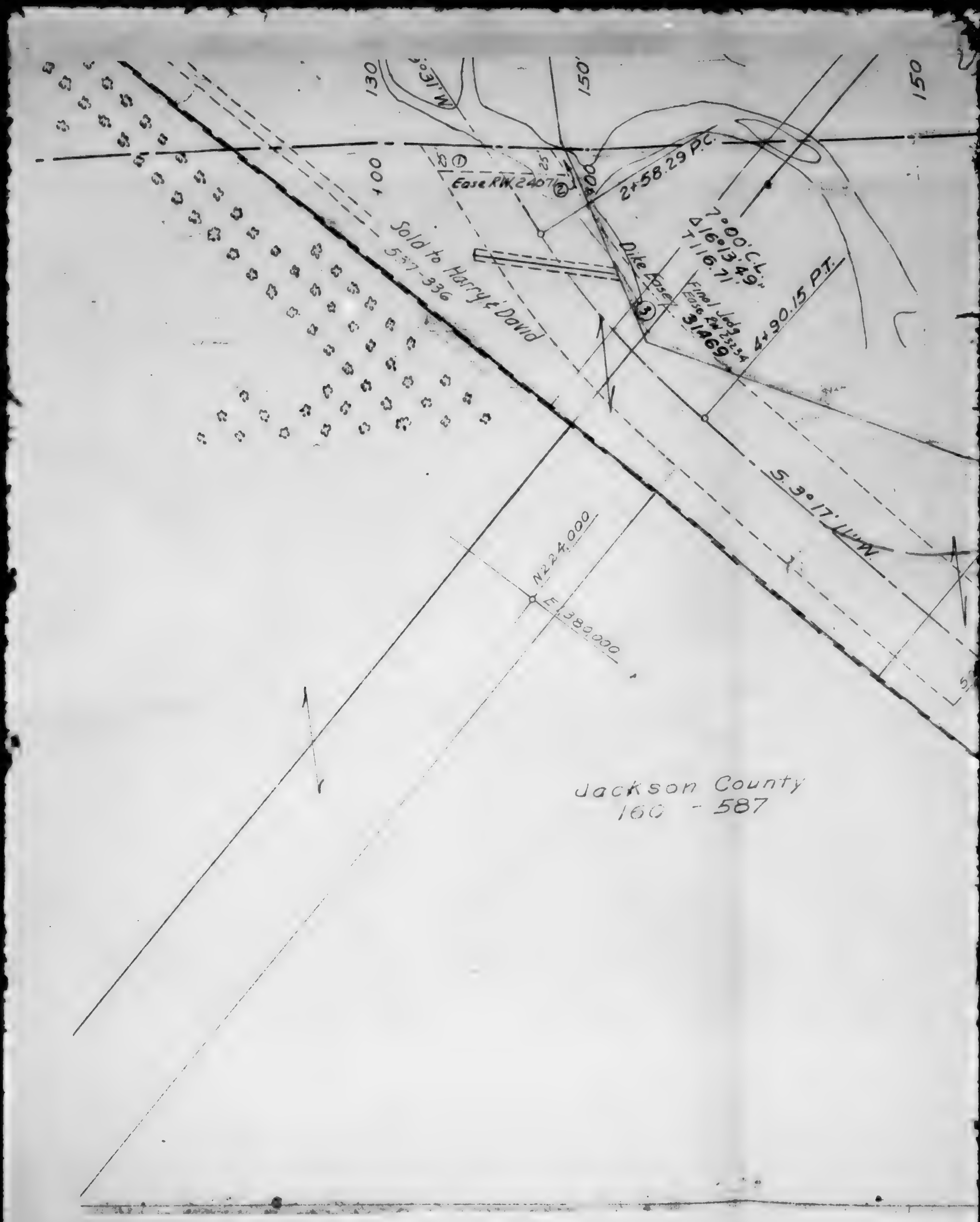
Fin. Judg Ease RW 22598

50'

150

25'

45


130
150'
150
31' W
+00
25' L
Ease RW 2407
25
2+58.29 P.C.
7°00' C.L.
Δ 16°13'49"
T 116.71
Dike Ease
Final Judg Ease RW 25234
31469
4+90.15 P.T.
Sold to Harry & David
537-336
S. 3° 17' W.
N 224,000
E 382,000
Jackson County
160 - 587

150

150

+00

+00

M.M. Stutzman et ux
509-539

37661
8 IAc

500'

8+43.60 P.O.T.
L 1140+30 P.O.T. 630' Rt.

50'

50'

State Hwy. Com.
207

Oregon
217

54Z-A

Deed Q 54

1760

1R-1-176

1425.79'

S 88° 18' 47" E

Jacks

Fd SE Cor D.L.C. 43 & SW Cor D.L.C. 80
N 223,296.92
E 1,380,127.27

37662
10 AC.

500'

300'

+00

N 223,000

E. 381,000

+00

Jackson County
59 - 391

- APPROXIMATE ℄ BEAR CREEK
- E. [illegible] APPROX. CONTROL LINE -

N.D. SMITH
D.L.C. NO. 59

?

29345 (3)
Fin. Judg. Book RW 22538
50
150
25'
+00
145
House
Scott B & Kathyrn Zachary
411
28
N.E. Cor DLC 60
N 222,261.98
E 1381,529.51
US 24
491-130
29345 (2)
RW 22538
Wood Bridge
25
32526
50'
Co. Rd.
+93.10
40
SUNCREST
29346 (2)
DEED RW 22166
504-359
Vol. 411 P29
Floyd L. & Jeannette Quinn
245 - 442
29347
Deed RW 22229
506-19
Co. Rd. 28+47.10 P.I.
N 221,793.53
E 381,515.17
+50
40
30

RECEIVED
JUL 23 1965
FOR FILING

I 5-1(51)18

6248

July 22, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6340 awarded to Spragues' Inc. of Washington for roadside improvement on the 12th Street-North Ashland Interchange Section of the Pacific Highway in Jackson County, was completed on December 8, 1964, and accepted by the Highway Commission on July 20, 1965.

Final payment in the amount of $8,143.15 will be released to the contractor after July 29, 1965. The total contract amount is $107,448.62 including $1,338.86 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Spragues' Inc. of Washington
P. O. Box 458
Lynnwood, Washington

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 21 1965

I-5-1(51)18
6340

July 20, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed December 8, 1964, on Contract No. 6340. The contract was with Sprague's Incorporated and was for roadside improvement on the 12th Street-North Ashland Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend you accept the project effective July 20, 1965, and that you concur in this procedure at the Commission meeting on August 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-720X BOH 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 7 1965
FOR FILING
I 5-1(51)18
6340

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

STATE COPY

NOTED
R. L. PORTER

June 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on May 25, 1965, on Contract No. 6340, 12th St. - North Ashland Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(51)18.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: June 22, 1965

Conditions noted on above date:

Inspected on June 16, 1965. All work has been completed in satisfactory manner.

A. W. Parsons
Division Engineer

By ME Martin
M. E. Martin
District Engineer

RECEIVED
JUN 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Young
7-6-65

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 12 th. Street - N. Ashland Interchange

WEEK ENDING: May 22, 1965

SECTION PREFIX: 615-1010

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: 12 th. Street - N. Ashland Int'ch.

KIND OF WORK: Roadside Improvement

CONTRACTOR: Sprague's Inc.

CONTRACT NUMBER: 6340

FEDERAL AID PROJECT NUMBER: I-5-1(51)18

DATE OF CONTRACT: October 10, 1963

DATE WORK STARTED: November 22, 1963

ESTIMATED COMPLETION DATE: December 8, 1964

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS: 57

WORK DAYS USED: 56

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98.2%

PROJECT AUTHORIZATION: $ 121,597.41

ENGINEERING AUTHORIZATION: $ 8,645.64

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 112,933.11

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 107,925.59

ENGINEERING COST TO DATE: $ 8,952.25

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.4 %

PERCENT OF AUTHORIZATION: 103.6 %

DATE PROJECT WAS COMPLETED: December 8, 1964

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
				Roadside Improvement ~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				9.58				
MILES PARTIALLY COMPLETED				0				
MILES COMPLETED				9.58				
TOTAL ESTIMATED QUANTITIES (CONTRACT)				- -				
TOTAL QUANTITIES CORRECTED TO DATE				- -				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				- -				
AVERAGE DAILY QUANTITIES				- -				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				- -				
NUMBER OF SHIFTS PER DAY				- -				
HOURS PER SHIFT				- -				

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Partly Cloudy			
THURSDAY	Overcast			
FRIDAY	Rain			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Quick hose coupler supplied. Contract is complete and this is the final weekly report.

SIGNED D. H. Haller Jr. LOCATION Ashland, Oregon

D. H. Haller Jr., Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
FEB 5 - 1965
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 3, 1965

Original signed by
M. E. Martin
By: Dist. Engineer

08-35.EC

A. W. Parsons, Division Engineer
Salem, Oregon

M. E. Martin
District Engineer

Oregon Project I-5-1(15) & (49)59
12th Street-North Ashland & South Ashland-Wall Creek

Mr. Morgan's November 2, 1964 letter referring to our March 27 memorandum, submitted the plan sheets for property needed for the Suncrest Rest Area.

Approval, as requested, is granted subject to the usual borrow pit restrictions.

Original to Morgan
cc Young
2-4-65

NOTED
LLOYD P. SHAW

RECEIVED
APR 27 1964
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon ... location of project ... Date ... W.E. Martin ... Engineer
APR 9 1964
U.S. Bureau of Public Roads

Project Name 12th St.-N. Ashland Interchange Section ... Date April 10, 1964.

Highway Pacific ... Contract No. 6340

County Jackson ... Prefix 615-1010

Contractor Sprague's, Inc. ... F. A. Project No. I-5-1(51)18

Address P. O. Box 458, Lynnwood, Washington ... Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install temporary pump to operate irrigation system at Barnett Interchange until permanent installation is in operation.

Location by station numbers:

100 ft. left of "C" 869+15, Barnett Rd. Interchange

Estimate of quantities and cost:

Total labor, equipment, materials and 15% $200.00

Net Cost $200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is necessary because the pumping installation had to be redesigned delaying completion of the installation as called for under this contract. Work began April 9, 1964, as per telephone approval by Asst. Div. Engr. L.W. Rulien. Maximum equipment rates allowable per A.G.C. - State agreement. Percentage allowed contractor is in accordance with executed contract for this job.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$121,579.41
Present estimate of project cost, including $200.00 for work under this order	$121,579.41
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. L. Poindexter
for D. H. Haller, Jr.
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst.
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

NOTED
LLOYD P. SHAW

State Printing

original To Young 4-24-64

477 Cottage St. N.E.
Salem, Oregon 97301

March 27, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons, Division Engineer — By H. E. Martin
03-25.230 Salem, Oregon — District Engineer

Oregon Projects I-5-1(13)13 and I-5-1(49)59
12th St.(Medford)-N. Ashland, and
S. Ashland-Wall Cr. Sections

The location of the separated Suncrest-Siskiyou Safety Rest Area site as proposed by Mr. Lovejan's March 5, 1964 letter is hereby approved.

You are authorized to proceed with acquisition of the Suncrest property in private ownership under Project I-5-1(15)13 with the understanding that it can be obtained at a reasonable cost taking into consideration the after value assigned in the original highway right-of-way acquisition. Copies of a revised plan sheet 12 should be furnished for our approval, indicating that portion of the property needed for the rest area as a part of the Interstate right-of-way with control of access. Though some right-of-way for future expansion is permissible, development thereof with Federal-aid participation will be limited as outlined in our January 22, 1962 memorandum on Project I-5-4(44)134.

We concur in the construction of the ramps and parking area for the Siskiyou portion of the rest area under the current contract, providing a satisfactory price agreement can be obtained and furnished to this office for approval under Project I-5-1(49)59.

Marion
Hank
Curtis

CONSTRUCTION DIVISION
RECEIVED
MAR 30 1964

Wright
Young

RECEIVED
APR 1964
FOR FILING

FORM CO-21 (FEB-59)
(PREV. ED. A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: March 27, 1964

FROM : A. W. Parsons, Division Engineer
08-35.2DB Salem, Oregon

By M. E. Martin
District Engineer

SUBJECT: Oregon Projects I-5-1(15)18 and I-5-1(49)09
12th St.(Medford)-N. Ashland, and
S. Ashland-Wall Cr. Sections

The location of the separated Suncrest-Siskiyou Safety Rest Area site as proposed by Mr. Morgan's March 5, 1964 letter is hereby approved.

You are authorized to proceed with acquisition of the Suncrest property in private ownership under Project I-5-1(15)18 with the understanding that it can be obtained at a reasonable cost taking into consideration the after value assigned in the original highway right-of-way acquisition. Copies of a revised plan sheet 12 should be furnished for our approval, indicating that portion of the property needed for the rest area as a part of the Interstate right-of-way with control of access. Though some right-of-way for future expansion is permissible, development thereof with Federal-aid participation will be limited as outlined in our January 22, 1962 memorandum on Project I-5-4(46)198.

We concur in the construction of the ramps and parking area for the Siskiyou portion of the rest area under the current contract, providing a satisfactory price agreement can be obtained and furnished to this office for approval under Project I-5-1(49)09.

OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1964

To: MEMO TO THE FILES

SUBJECT: PA #1, Sprinkler System
12th St.-No. Ashland Roadside Imp.
Contract No. 6340

Price Agreement #1 on this project has been submitted for the installation of a sprinkler system along the median strip where the level of the two roadways is different. The area is in a rock cut and the slope faces southwest, giving it maximum exposure to the sun. Under the conditions, watering of the planted material is deemed necessary to assure a reasonable survival rate.

There were two methods of watering considered, both of which involve the use of tank trucks as the source of water. One method used hoses and movable sprinklers, the other used a sprinkler system on header pipes. Both methods require the parking of the tank truck on the inside (left) shoulder of the freeway during the watering operation.

The watering will be needed from April through September, or about 26 weeks per year. The plants will need water at the rate of about once a week during this 26 week period, and will need watering for at least 3 years.

The rental rate established by our Maintenance Division for a 3,000 gallon tank truck, fully operated, is $54.00 per shift. The amount of water needed per watering is 6,000 gallons, or two loads. The time required for emptying the tank using the hoses is 3-1/2 hours, and with the sprinkler system 50 to 60 minutes. When the time required for filling and getting to the site is added, the total times required per week using the hoses would be one shift or 8 hours. When using the sprinkler system the total time required would be 3 hours.

Over a 3 year period, the total cost of watering with the hoses would be 3 x $54 x 26 = $4,212.00, assuming no additional cost for hoses or sprinklers. The total cost using the sprinkler system would be the cost of the system, $2,369.46, plus 3 x 3/8 x 54 x 26 = $1,579.50 for a total cost of $3,948.96. Thus, a cash savings of $263.04 to the taxpayer can be realized by using the sprinkler system.

In addition to the cash saving, use of the sprinkler will reduce the amount of time the tank truck will be parked on the shoulder from about 7 hours to about 2 hours per week. This will materially reduce the hazard that may be caused by this necessary maintenance work.

It is, therefore, recommended that the sprinkler system be installed.

C. H. Baker
Ass't. Field Construction Engineer

CHB:bjm

cc: L. P. Shaw
L. H. Young
L. R. Chandler
Mark Astrup
A. W. Parsons (2)

RECEIVED
DEC 4 - 1963
FOR FILING

December 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging on the 12th St.-N. Ashland Interchange (Roadside Improvement) Section of the Pacific Highway in Jackson County, Contract No. 6340 in connection with Federal-Aid Project No. I-5-1(51)18.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:er
Enclosure

RECEIVED
DEC 4 - 1963
FOR FILING

December 3, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 230 covering water meters for irrigation system on the 12th St.-N. Ashland Interchange (Roadside Improvement) Section of the Pacific Highway in Jackson County, Contract No. 6340 in connection with Federal-Aid Project No. I-5-1(51)18.

This work is necessary to supply water for the irrigation system. The work is to be done by the Medford Water Commission as an addition to the City water system.

The total amount of the order is $250.00 with Federal participation of $225.00.

Your approval of the order as of November 26, 1963, under the provisions of PPM 21-6.3 with reimbursement to be made on lump sum basis is requested. It has been verbally recommended for approval by the BPR Area Engineer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DBP:jb
Enc.

RECEIVED
DEC 3 - 1963
FOR FILING

Salem, Oregon
December 2, 1963

Spragues' Inc.
of Washington

Mr. C. H. Maison
Auditor

BUILDING

Attached is a copy of a letter from Spragues' Inc., requesting permission to use "Spragues' Inc. of Washington" on checks or vouchers payable on Contract No. 6340.

This procedure has been checked in our Legal Division and approved as indicated by Mr. McKinney's note.

Spragues' Inc., is a Washington corporation and they bid as such on the 12th Street-North Ashland Interchange project. Under Oregon Law, it is permissible for an out-of-state corporation to bid on a project before registering with the Corporation Department. When Spragues' Inc., was determined as the successful bidder, we checked with the Corporation Department and found that Spragues' Inc., could not be registered in Oregon under that name as there already appeared on their books a Spragues' Inc., an Oregon corporation. After consultation with the Legal Division and with the Corporation Department, it was decided that they could be registered in Oregon as "Spragues' Inc., of Washington" and the Corporation Department has advised us that they have so registered.

Will you please take such action as is necessary so that payment to them can be made in the name of "Spragues' Inc., of Washington."

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Att.
cc United Pacific Insurance Company
P. O. Box 1216
Tacoma, Wn.
Attn: W. T. Atkins

L. I. Lindas - Attn. Frank McKinney
Sprague's Inc.

NOTED ON CARD

Sprague's INCORPORATED
P. O. BOX 458 • LYNNWOOD, WASHINGTON • PROSPECT 6-0113
98036

WALTER W. SPRAGUE, President
JAMES T. HOLTZ, Vice-President
E. FERN SPRAGUE, Secretary-Treasurer

Commercial Landscaping

S/134/431,660
November 20, 1963

Secretary, State Highway Commission
State Highway Building
Salem, Oregon

Re: Contract No. 6340
12th Street - North Ashland Interchange
Section, Pacific Highway, Jackson County

Dear Sir:

Confirming the oral notification previously given to Mr. Frank McKinney in your legal department, Sprague's Incorporated became authorized to do business in Oregon on November 13, 1963. Inasmuch as that name was already in use by another corporation, our corporation is doing business in Oregon under the name, "Sprague's Incorporated, of Washington."

With respect to any payments to become due to us under the above contract, you are hereby authorized and requested to have the checks or vouchers made payable to "Sprague's Incorporated, of Washington" rather than to "Sprague's Incorporated."

Yours very truly,

SPRAGUES' INCORPORATED

E. Fern Sprague

E. Fern Sprague
Secretary-Treasurer

EFS:bl

12/2/63 - Above procedure approved - However, a copy of this letter along with a brief explanation should go to the Roadway Company for Mr. Kinney.

RECEIVED
NOV 22 1963
OREGON
STATE HIGHWAY COMMISSION

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. I-5-1(51)18 11246	FORM PR-2 (REV. 6-61) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Jackson
		PROJECT NO. I-5-1(51)18

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Medford to North Ashland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-16-63	9.577
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 118,877.00	$ 109,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd V. Lane
Asst. State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. H. Parsons
(Division Engineer)

By: L. R. Bucklund
L. R. Bucklund, Administrative Manager

Date executed by Division Engineer November 14, 1963

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 20134-P62

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Bureau of Public Roads.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Bureau of Public Roads and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Bureau of Public Roads.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PROJECT FOR PRELIMINARY ENGINEERING. In the event that actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Bureau of Public Roads the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State highway department will not add or permit to be added, without the prior approval of the Bureau of Public Roads, any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the rights-of-way of the Interstate System.

7. PROJECT FOR CONSTRUCTION ON INTERSTATE SYSTEM IN ADVANCE OF APPORTIONMENT. (a) This project, authorized pursuant to 23 USC 115, will be subject to all procedures and requirements, and conform to the standards, applicable to projects on the Interstate System financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Bureau of Public Roads, any Interstate funds apportioned to the State under 23 USC 104 subsequent to the date of this agreement may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. (a) Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. (b) No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. (c) Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in paragraph 13, without the prior approval of the Bureau of Public Roads.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement, in accordance with 23 USC 116.

13. ADDITIONAL PROVISIONS

Reimbursement to the State for construction costs will be determined on the basis of the charges set forth in Section 4a of PPM 21-7(1) dated November 26, 1962, if there is an overrun in the contract time for performance.

FORM PR-2, FEDERAL-AID PROJECT AGREEMENT (SUPPLEMENT)

REQUIRED NONDISCRIMINATION PROVISION FOR INCLUSION IN THE FEDERAL-AID PROJECT AGREEMENT BETWEEN THE STATE HIGHWAY DEPARTMENT AND THE BUREAU OF PUBLIC ROADS

THE STATE HIGHWAY DEPARTMENT HEREBY AGREES THAT IT WILL INCORPORATE OR CAUSE TO BE INCORPORATED INTO ANY CONTRACT FOR CONSTRUCTION WORK, OR MODIFICATION THEREOF, AS DEFINED IN THE RULES AND REGULATIONS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, WHICH IS PAID FOR IN WHOLE OR IN PART WITH FUNDS OBTAINED FROM THE FEDERAL GOVERNMENT OR BORROWED ON THE CREDIT OF THE FEDERAL GOVERNMENT PURSUANT TO A GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, OR UNDERTAKEN PURSUANT TO ANY FEDERAL PROGRAM INVOLVING SUCH GRANT, CONTRACT, LOAN, INSURANCE OR GUARANTEE, THE FOLLOWING EQUAL OPPORTUNITY CLAUSE:

"DURING THE PERFORMANCE OF THIS CONTRACT, THE CONTRACTOR AGREES AS FOLLOWS:

(1) THE CONTRACTOR WILL NOT DISCRIMINATE AGAINST ANY EMPLOYEE OR APPLICANT FOR EMPLOYMENT BECAUSE OF RACE, CREED, COLOR OR NATIONAL ORIGIN. THE CONTRACTOR WILL TAKE AFFIRMATIVE ACTION TO ENSURE THAT APPLICANTS ARE EMPLOYED, AND THAT EMPLOYEES ARE TREATED DURING EMPLOYMENT WITHOUT REGARD TO THEIR RACE, CREED, COLOR OR NATIONAL ORIGIN. SUCH ACTION SHALL INCLUDE, BUT NOT BE LIMITED TO THE FOLLOWING: EMPLOYMENT, UPGRADING, DEMOTION OR TRANSFER; RECRUITMENT OR RECRUITMENT ADVERTISING; LAYOFF OR TERMINATION; RATES OF PAY OR OTHER FORMS OF COMPENSATION; AND SELECTION FOR TRAINING, INCLUDING APPRENTICESHIP. THE CONTRACTOR AGREES TO POST IN CONSPICUOUS PLACES, AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT, NOTICES TO BE PROVIDED SETTING FORTH THE PROVISIONS OF THIS NONDISCRIMINATION CLAUSE.

(2) THE CONTRACTOR WILL, IN ALL SOLICITATIONS OR ADVERTISEMENTS FOR EMPLOYEES PLACED BY OR ON BEHALF OF THE CONTRACTOR, STATE THAT ALL QUALIFIED APPLICANTS WILL RECEIVE CONSIDERATION FOR EMPLOYMENT WITHOUT REGARD TO RACE, CREED, COLOR OR NATIONAL ORIGIN.

(3) THE CONTRACTOR WILL SEND TO EACH LABOR UNION OR REPRESENTATIVE OF WORKERS WITH WHICH HE HAS A COLLECTIVE BARGAINING AGREEMENT OR OTHER CONTRACT OR UNDERSTANDING, A NOTICE TO BE PROVIDED ADVISING THE SAID LABOR UNION OR WORKERS' REPRESENTATIVE OF THE CONTRACTOR'S COMMITMENTS UNDER THIS SECTION, AND SHALL POST COPIES OF THE NOTICE IN CONSPICUOUS PLACES AVAILABLE TO EMPLOYEES AND APPLICANTS FOR EMPLOYMENT.

(4) THE CONTRACTOR WILL COMPLY WITH ALL PROVISIONS OF EXECUTIVE ORDER NO. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND OF THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY CREATED THEREBY.

(5) THE CONTRACTOR WILL FURNISH ALL INFORMATION AND REPORTS REQUIRED BY EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER NO. 11114 OF JUNE 22, 1963, AND BY THE RULES, REGULATIONS AND ORDERS OF THE SAID COMMITTEE, OR PURSUANT THERETO, AND WILL PERMIT ACCESS TO HIS BOOKS, RECORDS AND ACCOUNTS BY THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE FOR PURPOSES OF INVESTIGATION TO ASCERTAIN COMPLIANCE WITH SUCH RULES, REGULATIONS AND ORDERS.

(6) IN THE EVENT OF THE CONTRACTOR'S NONCOMPLIANCE WITH THE NONDISCRIMINATION CLAUSES OF THIS CONTRACT OR WITH ANY OF THE SAID RULES, REGULATIONS OR ORDERS, THIS CONTRACT MAY BE CANCELLED, TERMINATED OR SUSPENDED IN WHOLE OR IN PART AND THE CONTRACTOR MAY BE DECLARED INELIGIBLE FOR FURTHER GOVERNMENT CONTRACTS OR FEDERALLY ASSISTED CONSTRUCTION CONTRACTS IN ACCORDANCE WITH PROCEDURES AUTHORIZED IN EXECUTIVE ORDER NO. 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, AND SUCH OTHER SANCTIONS MAY BE IMPOSED AND REMEDIES INVOKED AS PROVIDED IN THE SAID EXECUTIVE ORDER OR BY RULE, REGULATION OR ORDER OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY, OR AS OTHERWISE PROVIDED BY LAW.

(7) THE CONTRACTOR WILL INCLUDE THE PROVISIONS OF PARAGRAPHS (1) THROUGH (7) IN EVERY SUBCONTRACT OR PURCHASE ORDER UNLESS EXEMPTED BY RULES, REGULATIONS OR ORDERS OF THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY ISSUED PURSUANT TO SECTION 303 OF EXECUTIVE ORDER 10925 OF MARCH 6, 1961, AS AMENDED BY EXECUTIVE ORDER 11114 OF JUNE 22, 1963, SO THAT SUCH PROVISIONS WILL BE BINDING UPON EACH SUBCONTRACTOR OR VENDOR. THE CONTRACTOR WILL TAKE SUCH ACTION WITH RESPECT TO ANY SUBCONTRACT OR PURCHASE ORDER AS THE BUREAU OF PUBLIC ROADS MAY DIRECT AS A MEANS OF ENFORCING SUCH PROVISIONS, INCLUDING SANCTIONS FOR NONCOMPLIANCE: PROVIDED, HOWEVER, THAT IN THE EVENT A CONTRACTOR BECOMES INVOLVED IN, OR IS THREATENED WITH, LITIGATION WITH A SUBCONTRACTOR OR VENDOR AS A RESULT OF SUCH DIRECTION BY THE BUREAU, THE CONTRACTOR MAY REQUEST THE UNITED STATES TO ENTER INTO SUCH LITIGATION TO PROTECT THE INTERESTS OF THE UNITED STATES."

THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL BE BOUND BY THE ABOVE EQUAL OPPORTUNITY CLAUSE IN ANY FEDERALLY ASSISTED CONSTRUCTION WORK WHICH IT PERFORMS ITSELF OTHER THAN THROUGH THE PERMANENT WORK FORCE DIRECTLY EMPLOYED BY AN AGENCY OF GOVERNMENT.

THE STATE HIGHWAY DEPARTMENT AGREES THAT IT WILL COOPERATE ACTIVELY WITH THE BUREAU OF PUBLIC ROADS AND THE PRESIDENT'S COMMITTEE ON EQUAL EMPLOYMENT OPPORTUNITY IN OBTAINING THE COMPLIANCE OF CONTRACTORS AND SUBCONTRACTORS WITH THE EQUAL OPPORTUNITY CLAUSE AND THE RULES, REGULATIONS AND RELEVANT ORDERS OF THE COMMITTEE, THAT IT WILL FURNISH THE BUREAU OF PUBLIC ROADS AND THE COMMITTEE SUCH INFORMATION AS THEY MAY REQUIRE FOR THE SUPERVISION OF SUCH COMPLIANCE, AND THAT IT WILL OTHERWISE ASSIST THE BUREAU OF PUBLIC ROADS IN THE DISCHARGE OF THE BUREAU'S PRIMARY RESPONSIBILITY FOR SECURING COMPLIANCE. THE STATE HIGHWAY DEPARTMENT FURTHER AGREES THAT IT WILL REFRAIN FROM ENTERING INTO ANY CONTRACT OR CONTRACT MODIFICATION SUBJECT TO EXECUTIVE ORDER 11114 WITH A CONTRACTOR DEBARRED FROM, OR WHO HAS NOT DEMONSTRATED ELIGIBILITY FOR, GOVERNMENT CONTRACTS AND FEDERALLY ASSISTED CONSTRUCTION CONTRACTS PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925 AND WILL CARRY OUT SUCH SANCTIONS AND PENALTIES FOR VIOLATION OF THE EQUAL OPPORTUNITY CLAUSE AS MAY BE IMPOSED UPON CONTRACTORS AND SUBCONTRACTORS BY THE BUREAU OF PUBLIC ROADS OR THE COMMITTEE PURSUANT TO PART III, SUBPART D OF EXECUTIVE ORDER 10925. IN ADDITION, THE STATE HIGHWAY DEPARTMENT AGREES THAT IF IT FAILS OR REFUSES TO COMPLY WITH THESE UNDERTAKINGS THE BUREAU OF PUBLIC ROADS MAY CANCEL, TERMINATE OR SUSPEND IN WHOLE OR IN PART THIS GRANT (CONTRACT, LOAN, INSURANCE, GUARANTEE), MAY REFRAIN FROM EXTENDING ANY FURTHER ASSISTANCE UNDER ANY OF ITS PROGRAMS SUBJECT TO EXECUTIVE ORDER 11114 UNTIL SATISFACTORY ASSURANCE OF FUTURE COMPLIANCE HAS BEEN RECEIVED FROM SUCH STATE HIGHWAY DEPARTMENT, OR MAY REFER THE CASE TO THE DEPARTMENT OF JUSTICE FOR APPROPRIATE LEGAL PROCEEDINGS.

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(51)18

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1963

Type Code 1005
Roadside Improvement (Sta. 824+35.50 to Sta. 1330+00) (Contract 6340)

Clearing and Grubbing	All Req.		$ 300.00
18-inch Concrete Pipe	310 lin.ft.	$ 8.40	2,604.00
8-inch Steel Drain Pipe	110 lin.ft.	2.20	242.00
Hauling and Placing Topsoil	7,000 cu.yd.	1.21	8,470.00
Pumping Installation Complete	All Req.		6,000.00
1/2-inch Galvanized Steel Pipe	1,020 lin.ft.	0.45	459.00
3/4-inch Galvanized Steel Pipe	5,000 lin.ft.	0.49	2,450.00
1-inch Galvanized Steel Pipe	4,000 lin.ft.	0.54	2,160.00
1 1/4-inch Galvanized Steel Pipe	2,160 lin.ft.	0.62	1,339.20
1 1/2-inch Galvanized Steel Pipe	3,200 lin.ft.	0.67	2,144.00
2-inch Galvanized Steel Pipe	3,360 lin.ft.	0.78	2,620.80
2 1/2-inch Galvanized Steel Pipe	1,260 lin.ft.	1.25	1,575.00
3-inch Galvanized Steel Pipe	160 lin.ft.	1.48	236.80
4-inch Galvanized Steel Pipe	1,250 lin.ft.	2.00	2,500.00
1 1/2-inch Gate Valves	1 only	6.57	6.57
1 1/2-inch Section Control Valves	12 only	14.29	171.48
2-inch Section Control Valves	24 only	20.50	492.00
3/4-inch Quick-Coupling Hose Valves	70 only	3.32	232.40
1/2-inch Manual Drain Valves	36 only	2.76	99.36
1 1/4-inch Vacuum Breakers	11 only	10.80	118.80
Portable Adjustable Sprinklers	13 only	8.10	105.30
Pop-up Rotary Sprinkler Heads	210 only	22.77	4,781.70
Shrubbery Sprinkler Heads	170 only	0.90	153.00
Furnishing and Planting Trees	430 only	6.99	3,005.70
Furnishing and Planting Shrubs	15,100 only	2.07	31,257.00
Furnishing and Planting Japanese Rose	3,000 only	0.48	1,440.00
Furnishing and Planting Vines, St. Johnswort	30,000 only	0.21	6,300.00
Furnishing and Planting Vines, Bearberry	8,000 only	0.21	1,680.00
Roadside Seeding	16 acre	148.38	2,374.08
Lawn Construction	9 acre	527.70	4,749.30
Grass Seed, Creeping Red Fescue	220 lb.	0.63	138.60
Grass Seed, Chewings Fescue	150 lb.	0.63	94.50
Grass Seed, Perennial Ryegrass	80 lb.	0.17	13.60

Grass Seed, Merion Bluegrass	1,660 lb.	$ 1.43	$ 2,373.80
Dutch White Clover	50 lb.	0.75	37.50
Organic Fertilizer, 5-3-2	90 cwt.	4.11	369.90
Inorganic Fertilizer, 10-16-8	240 cwt.	5.70	1,368.00
Manure Fertilizer	360 cu.yd.	5.14	1,850.40
Mulch Material	740 unit	15.82	11,706.80
			$108,020.59
Flagging (57½% of Contractor's Cost)	All Req.		$ 50.00
	Subtotal		$108,070.59
	10% Engr. & Cont.		10,806.41
	Total		$118,877.00

Length of Project - - - - - - - 9.577 Miles

Federal Funds -	$109,000.00
State Funds -	9,877.00
	$118,877.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(51)18

12TH STREET-NORTH ASHLAND INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 11, 1963

Type Code X005
Roadside Improvement (Sta. 824+35.50 to Sta. 1330+00)

Clearing and Grubbing	All Required			$ 200.00
18-inch Concrete Pipe	310 lin.ft.	$	6.50	2,015.00
8-inch Steel Drain Pipe	110 lin.ft.		4.50	495.00
Hauling and Placing Topsoil	7,000 cu.yds.		1.50	10,500.00
Pumping Installation Complete	All Required			4,850.00
1/2-inch Galvanized Steel Pipe	1,020 lin.ft.		0.40	408.00
3/4-inch Galvanized Steel Pipe	5,000 lin.ft.		0.45	2,250.00
1-inch Galvanized Steel Pipe	4,000 lin.ft.		0.55	2,200.00
1¼-inch Galvanized Steel Pipe	2,160 lin.ft.		0.65	1,404.00
1½-inch Galvanized Steel Pipe	3,200 lin.ft.		0.80	2,560.00
2-inch Galvanized Steel Pipe	3,360 lin.ft.		1.00	3,360.00
2½-inch Galvanized Steel Pipe	1,260 lin.ft.		1.50	1,890.00
3-inch Galvanized Steel Pipe	160 lin.ft.		2.00	320.00
4-inch Galvanized Steel Pipe	1,250 lin.ft.		3.00	3,750.00
1½-inch Gate Valves	1 only		14.00	14.00
1½-inch Section Control Valves	12 only		20.00	240.00
2-inch Section Control Valves	24 only		25.00	600.00
3/4-inch Quick-Coupling Hose Valves	70 only		6.00	420.00
1/2-inch Manual Drain Valves	36 only		7.00	252.00
1½-inch Vacuum Breakers	11 only		20.00	220.00
Portable Adjustable Sprinklers	13 only		15.00	195.00
Pop-up Rotary Sprinkler Heads	210 only		25.00	5,250.00
Shrubbery Sprinkler Heads	170 only		1.50	255.00
Furnishing and Planting Trees	430 only		9.00	3,870.00
Furnishing and Planting Shrubs	15,100 only		3.50	52,850.00
Furnishing and Planting Japanese Rose	3,000 only		0.80	2,400.00
Furnishing and Planting Vines, St. Johnswort	30,000 only		0.35	10,500.00
Furnishing and Planting Vines, Bearberry	8,000 only		0.45	3,600.00
Roadside Seeding	16 acres		300.00	4,800.00
Lawn Construction	9 acres		1,200.00	10,800.00

Grass Seed, Creeping Red Fescue	220 lbs.	$ 0.60	$ 132.00
Grass Seed, Chewings Fescue	150 lbs.	0.60	90.00
Grass Seed, Perennial Ryegrass	80 lbs.	0.50	40.00
Grass Seed, Merion Bluegrass	1,660 lbs.	0.80	1,328.00
Dutch White Clover	50 lbs.	0.90	45.00
Organic Fertilizer, 5-3-2	90 cwt.	5.50	495.00
Inorganic Fertilizer, 10-16-8	240 cwt.	5.50	1,320.00
Manure Fertilizer	360 cu.yds.	5.50	1,980.00
Mulch Material	740 units	15.00	11,100.00
			$148,998.00
Flagging (57½% of Contractor's Cost)	All Required		$ 50.00
	Subtotal		$149,048.00
	10% Engr. & Cont.		14,904.00
	Total		$163,952.00

Length of Project . . . . . 9.577 Miles

Federal Funds	$150,000.00
State Funds	13,952.00
	$163,952.00

RECEIVED
NOV 12 1963
FOR FILING
I-5-1(31)11
(6.34)

Salem, Oregon
October 30, 1963

Mr. L. I. Lindas
Chief Counsel

DEPARTMENT

Attached is a copy of a letter from Spragues' Inc. concerning the name under which they will operate in working on state highway contract No. 6340 for roadside improvement on the 12th Street-North Ashland Interchange Section of the Pacific Highway awarded to them October 10.

The contract was awarded to Spragues' Inc., Lynnwood, Washington, however, when they filed with the Oregon Corporation Department it was found that there was already a record of a Spragues' Inc. of Oregon and they cannot accept the filing of Spragues' Inc., Washington, because of the duplication of names.

The contractor proposes to operate in Oregon as Spragues' Inc., dba Spragues' Commercial Landscaping, Inc.

Please advise if this course is permissible.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf
Enclosures

Sprague's INCORPORATED
P. O. BOX 458 • LYNNWOOD, WASHINGTON • PROSPECT 6-0113
98036

WALTER W. SPRAGUE, President
JAMES T. HOLTZ, Vice-President
E. FERN SPRAGUE, Secretary-Treasurer

Commercial Landscaping

S/134/431
October 21, 1963

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem 10, Oregon

Dear Mr. Query:

We acknowledge receipt of your letter of October 18, 1963, and reference is made to same.

Since the name Sprague's' Incorporated is not available for us to use in Oregon, we are qualifying with the Corporation Department of the State of Oregon under the name of Sprague's' Commercial Landscaping. Therefore, we will be doing this State of Oregon contract as Sprague's' Incorporated, doing business in Oregon under the name of Sprague's' Commercial Landscaping, Inc.

Very truly yours,

SPRAGUES' INCORPORATED

E. Fern Sprague

E. Fern Sprague
Secretary-Treasurer

EFS:bl

RECEIVED
OCT 2 3 1963
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON
CORPORATION DEPARTMENT
SALEM

October 18, 1963

Sprague's Incorporated
P. O. Box 458
Linnwood, Washington

COPY

Gentlemen:

At the request of Floyd Query, of the Oregon State Highway Department, we are herewith enclosing suitable forms for the qualification of your corporation to do business in this state.

The Application for Certificate of Authority should be submitted to this office in duplicate original, together with a Certificate of Good Standing, a $50.00 filing fee and the first annual license fee of $200.

Upon examination of our records, we find an Oregon corporation under the name Sprague's, Inc., and, therefore, could not grant authority to you to do business in this state under your corporate name because of the conflict of names, which is not permitted under Oregon law. However, we could accept and file an Application for Certificate of Authority if you would specify a slightly different name in paragraph 3 of the application, under which you would do business in this state. In this way, the Certificate of Authority would be granted to your corporation to do business in this state under this specified name. It would appear that you could specify "Sprague's, Inc., of Washington" as the name to be used in Oregon and this would satisfy the Oregon Corporation Law and the qualification requirements of your corporation. We would suggest that you contact the Highway Department further to determine whether or not this procedure would be acceptable to them.

If we can be of any further assistance in this matter, do not hesitate to call upon us.

Very truly yours,

Frank J. Healy
CORPORATION COMMISSIONER

RECEIVED
OCT 21 1963
OREGON
STATE HIGHWAY COMMISSION

Harold A. Lewis
ASSISTANT COMMISSIONER

HAL:iew
Enc.
P.S. This will also confirm our telephone conversation of a few minutes ago.

HAL

cc: Mr. Floyd Query

RECEIVED
OCT 21 1963
FOR FILING

October 18, 1963

Spragues' Inc.
P. O. Box 458
Lynnwood, Washington

Gentlemen:

After talking with Mrs. Sprague this morning, we have checked with the Oregon Corporation Department and find that they have listed a Spragues' Inc. with an address in Creswell, Oregon, the president being Dave N. Sprague. When we inquired of their office concerning the status of corporations, they apparently failed to notice that the Spragues' Inc. had a different address than your company.

We suggest that you execute the contract as it has been presented to you and we will change the notation from an Oregon Corporation to a Washington Corporation.

The next step will be for you to become properly registered with the Oregon Corporation Department. To facilitate this procedure, we have asked them by phone to send you the necessary forms which should be completed and returned at the earliest possible date. Under Oregon Law out of state corporations are permitted to bid without registering with the Corporation Department, but are precluded from performing work until properly registered.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc L. H. Young
Attn: Doug Parkes
I. D. Merchant

RECEIVED
OCT 11 1963
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

October 10, 1963

Spracues' Incorporated
P. O. Box 498
Lynnwood
Washington

Gentlemen:

The State Highway Commission on October 10, 1963, awarded to you State Highway Contract No. 6340 for the following project:

Roadside improvement on the 12th St.-N. Ashland Interchange Section of Pacific Highway in Jackson County.

This award was based on your low bid of $108,020.59 which was submitted to the Commission on October 8, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
L. M. Young
R. G. Savage (SHAC)
Mark Astrup

RECEIVED
OCT 16 1963
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

October 10, 1963

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35.2-EC Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

Oregon Project I-5-1(51)18
12th St.-N. Ashland Section
Roadside Improvement

As requested in Mr. Young's letter of today advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of this date in the award of contract No. 6340 to Spragues' Incorporated of Lynnwood, Washington, low bidder in the amount of $108,020.59 at the October 8, 1963 bid opening.

RECEIVED
OCT 17 1963
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17
DIVISION 1

NOTED
LLOYD P. SHAW

original to Young
10-14-63

RECEIVED
OCT 10 1963
FOR FILING

6340

Shaw

MCE CON RSB 48 10-3-63 422P

I A DEFRANCE

F D MORGAN

I-4////// I-5 DETOUR 12TH STREET- NORTH ASHLAND. NORTHBOUND TRAFFIC IS DETOURED TO SINGLE LANE AT STATION 1166 TO 1178. 35MPH SPEED ZONE. NO DELAYS. WILL BE IN AFFECT APPROXIMATELY 3 WEEKS. STARTED TODAY.

B E TAYLOR

NOTED
LLOYD P. SHAW

RECEIVED
OCT 4 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1963
FOR FILING
I-5-1(51)18

477 Cottage Street NE.
Salem, Oregon 97301

September 16, 1963
Original signed by
M. E. Martin
Dist. Engineer

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

A. W. Parsons
Division Engineer
Salem, Oregon

Oregon Project I-5-1(51)18, 12th St.-N. Ashland Interchange Sec.
Pacific Highway
Roadside Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of title sheet is returned herewith.

Our approval is with the understanding that all necessary rights-of-way or rights-of-entry have been acquired with relocation advisory assistance unnecessary, as indicated in Mr. Wright's September 10, 1963 letter.

Attachments 3

original To Young
cc Gifford
9-25-63

NOTED
LLOYD P. SHAW

16-3307 The Cove Palisades St. Park 1963
(Relocation), Roadwork, Site Develop.
#6341 & Overnight Camping Facilities

RECEIVED
SEP 9 - 1964

FOR FILING

September 8, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On July 8, 1964, we wrote to you concerning release of final payment on contract #6341, awarded to Mann Const. Co., for relocation of Cove Palisades State Park in Jefferson County.

Final payment on this contract is $21,783.97 and the total contract amount is $343,715.59, including $624.41 for work performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Mann Const. Co.,
P. O. Box 595
Redmond, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUL 8 1964
FOR FILING

July 7, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 30 on Contract No. 6341. The contract was with Mann Construction Company and was for work on the Cove Palisades State Park relocation in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 7, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
JUN 1 - 1964
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6341

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 28, 1964

Mann Construction Company
P. O. Box 595
Redmond, Oregon

Attention: Mr. Richard Mann

Gentlemen:

Cove Palisades State Park Relocation
Jefferson County
Job No. 7761A
Contract No. 6341

Pursuant to your telephone conversation with us we have made further study into the matter of interior spatter coat paint applied to the buildings in the subject park which we have previously refused to accept. Based on information which we have since acquired we are reversing our decision regarding the interior coats of paint as applied.

Based on this decision we will accept the interior paint coats. You will, therefore, disregard letters written to M. W. Moore on April 27, 1964 and May 20, 1964, copies of which you have received, in which we refer to the rejection of these paint coats. However, we still believe that a much better application could have been made. We base this upon the results obtained from the same painting specification on similar buildings which have been contracted in the past.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR/mm
cc: Mr. P. M. Stephenson
Mr. Harold Schick
Mr. M. W. Moore
Mr. E. G. Ricketts

NOTED
P. M. STEPHENSON

RECEIVED
MAY 29 1964
STATE HIGHWAY ENGINEER

RECEIVED
MAY 21 1964
FORM E-20X 20M 3-63 45006
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1964

To: Mr. M. W. Moore
Resident Bridge Engineer
Oregon State Highway Department
P. O. Box 1249
Bend, Oregon 97701

SUBJECT: Cove Palisades State Park
Relocation
Jefferson County
Bridge No. 7761A
Contract No. 6341

Please refer to your letter of May 18, 1964 regarding the spatter painting of the bath house, toilet, and utility buildings.

As stated in our letter of April 27, 1964, the interior spatter paint coat on the above buildings are not acceptable and will require all the interior walls to be repainted to cover the poor spatter coat. In order to cover this spatter coat we are requiring a white coat of gloss epoxy paint the same quality as used on the original coats. There will be no spatter coat applied on this white coat.

As the above coat of paint is to correct an unacceptable paint job no additional compensation will be made for this work.

Theo. C. Roake
Assistant Bridge Engineer

TCR/mm

cc: Mr. P. M. Stephenson
Mr. Harold Schick
Mr. Dean Swift
Mr. E. G. Ricketts

NOTED
P. M. STEPHENSON

RECEIVED
APR 29 1964
FOR FILING
6341

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 27, 1964

SUBJECT: Cove Palisades State Park
State Park Relocation
Jefferson County
Bridge No. 7761A
Contract No. 6341

To: Mr. K. W. Moore
Resident Bridge Engineer
Oregon State Highway Department
P. O. Box 1249
Bend, Oregon 97701

During the inspection trip to the Cove Palisades State Park made by Mr. P. M. Stephenson, Mr. Harold Schick, and Mr. Carl Schneider, the interior spatter paint coat of the bath house, toilet buildings and utility buildings were determined to be very poorly done and not consistent with the standard practice of the trade for this type of painting.

Since this work is not acceptable we will require all the interior walls to be repainted to cover the spatter coat. As it is evident that the painter lacks skill and experience to produce a first class spatter finish, a white coat only will be required with no spattering. The white coat shall be a gloss epoxy paint same as used on the original coats.

It is possible that you may find the utility building in the trailer area acceptable and not in need of a repaint job.

Theo. C. Roake
Assistant Bridge Engineer

TCR/mm

cc: Mr. P. M. Stephenson
Mr. Harold Schick
Mr. Dean Swift
Mr. E. C. Ricketts

RECEIVED
APR 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

FORM S-1 (REV. 5-60)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER: 7761A		WEEK ENDING: 11- 22-63
SECTION: Cove Palisades Park		SECTION PREFIX: 16-3307
HIGHWAY:		COUNTY: Jefferson
NAME OF JOB: Cove Palisades State Park	KIND OF WORK: State Park Relocation	
CONTRACTOR: Mann Construction Co.	CONTRACT NUMBER: 6341	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: October 10, 1963	DATE WORK STARTED: 10-28-63	ESTIMATED COMPLETION DATE: 160 Days
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS: 160	WORK DAYS USED: 19
PROJECT AUTHORIZATION: $ 375,752.81	ENGINEERING AUTHORIZATION: $ 26,720.20	PERCENT OF TIME ELAPSED: 11.8
EXCLUSIVE OF ENGINEERING: $ 349,032.61	ENGINEERING COST TO DATE: $ 6700.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 11.5
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 40,000.00	PERCENT OF AUTHORIZATION: 25 %	
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____ %	DATE PROJECT WAS COMPLETED:	

This includes Res. Engr. Clarks Costs. 6-30-64

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	
90%		25%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK:
1-D-9 Cat and dozer, 1-Chalmers 21 Cat & Dozer, Two CarryAlls 25 CY. 3 10 Yd Dump Trucks, 1-25 Yd Belly Dump Tr, 1 D-4 with loader, 1- Compressor, 1 ½ CY Back hoe.1- Cat. Grader. 1 small truck for hauling materials around.

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Cloudy		
MONDAY 18	Cloudy	0	
TUESDAY 19	Cloudy	0	NOTED JOHN R. OAKES NOV 27 1963
WEDNESDAY 20	"	0	
THURSDAY 21	"	0	
FRIDAY 22	"	0	
SATURDAY 23	Cloudy		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 17	No work
MONDAY 18	Testing and checking 4 and 6" plastic pipe line. Placing forms and steel for Reservoir. Po red 200 gallon septic tank concrete. Poured foundation for UT Building at Car S,all S,ction. Started hauling cinders on Service Area from Round Butte pit. Hauled 105 CY ~~Cinders~~Cinders. Grading on Boat R mp.
TUESDAY 19	Started placing pumice blox on UT building at Trailer Stall section today. Placing forms ~~for~~ and steel for Reservoir. Grading at Crooked River Side Boat Ramp. Three trucks and 1 Belly dump hauling cinders to Service Area. 194 Cy Placing forms for Toilet building foundation at Car Stall Area.
WEDNESDAY 20	Placing forms for reservoir also placing steel. Testing and checking 4" and 6" Water Line (Plastic) for leaks. Grading on L 3 line. Poured footing ~~xxx~~ at Toilet Building and started excavatin for footings at Caretakers Building. Hauling cinders for Service Area. Placing pumice block walls at UT Blg TS Sect.
THURSDAY 21	Placing blox at UT Bldg Walls in TS Sect. Testing and checking pipe line for leaks. Grading on L line. Placing forms and steel at Reservoir. Placing septic tank forms for 3000 Gal. septic tank. Carpenter crew not working today.
FRIDAY 22	No work by Carpenter Crew nor Blox laying crew today. Pumping up water lines and testing and check for leaks. Grading crew working on L3 line. Removing forms at Toilet building. Placing concrete sewer pipe lines ~~xxxxxxxxxx~~.
SATURDAY	

REMARKS

Forms and steel about completed on reservoir and will probably pour next week. Forms and steel in place for top on 2000 gal~~s~~ and bottom and sides on 3000 Gal septic tank and will probalby pour next week. Grading crew still working ~~xxxxxxxx~~ L 3 line and L line and all cinders placed on Service Area and grader will process them ne t week. Footings ~~xxxx~~ all poured for UT building in Trailer Stall area and Car Stall Area, Also for Toilet Building in CS Area. Started excavation for footings at Caretakers House and should be working on this next week. Approximately 500 CY of Cinders have been placed on Service Area and this should be completed thefirst of the week.
UT Building at TS Area has bout 75% of the pumice block walls completed.
Pipe lines were tested with 100 lbs air pressure and ~~xxxx~~ several failures, the 4" Plastic line on the pumping line held for 24 hours. Thursday of this week. The 4 and 6" Plastic line on the water line outlet after several failures due to leaks was holding Friday nite at 90# pressure. This was to be left until Monday and checked then.
Next week will be placing block walls on UT buildings, covering up water lines and installing concrete sewer pipe. Grading will continue on L3 line.

SIGNED M. W. Moore ~~M. W. Moore RBE~~

ADDRESS Box 1249, Bend, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM). ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 11 1963
FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

October 10, 1963

Mann Construction Co.,
P. O. Box 595
Redmond
Oregon

Gentlemen:

The State Highway Commission on October 10, 1963, awarded to you State Highway Contract No. 6341 for the following project:

Roadwork-site development-overnight camping facilities in The Cove Palisades State Park (Relocation) in Jefferson County.

This award was based on your low bid of $333,474.50 which was submitted to the Commission on October 8, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (BIAC)
Harold Schick

RECEIVED
OCT 11 1963
FOR FILING

COMMISSIONERS
[illegible] JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 10, 1963

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD C. LINDAS
CHIEF COUNSEL

Mann Construction Co.,
P. O. Box 595
Redmond
Oregon

Gentlemen:

The State Highway Commission on October 10, 1963, awarded to you State Highway Contract No. 6961 for the following project:

Roadwork-site development-overnight camping facilities in The Cove Palisades State Park (Relocation) in Jefferson County.

This award was based on your low bid of $333,474.50 which was submitted to the Commission on October 3, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)
Harold Schick

RECEIVED
SEP 9 1963
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1963

SUBJECT: Closure of Cove Palisades State Park

To: A. E. Zimmerman
District IV ParkS Supervisor

BEND

The Cove Palisades State Park will be closed October 1, 1963 to prepare for the construction and relocation of the new park area.

Harold Schick
Harold Schick
State Parks Superintendent

HS:ejd

cc - P.M. Stephenson ✓
Carl Plog

NOTED
P. M. STEPHENSON

RECEIVED
SEP 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 9 1963

FORM E-90 50M 11-61 40230

. FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1963

SUBJECT: Cove Palisades State Park
Caretaker's House

To: Mr. P. M. Stephenson
Asst. State Highway Engineer

Attached are three schemes for the subject house.

Scheme 3, previously submitted, has been revised to provide for a storage cabinet in the laundry room as per your request.

Scheme 7 is a hip roof design as you suggested and embodies same floor plan.

Scheme 6 also is the same floor plan and has an alternate exterior.

It is suggested that when you visit the park you will perhaps want to take the plan with you to aid in orienting the plan to the site.

T. C. Roake
Asst. Bridge Engineer

CCS:al
Encl.

CC: H. Schick, Parks Dept.

NOTED
P. M. STEPHENSON

RECEIVED
MAR 8 1963
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 80M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1963

SUBJECT: Cove Palisades State Park
Caretakers Residence

To:

Mr. Harold Schick
State Parks Supt.

OFFICE

Per your request this office has prepared sketches for the proposed park caretakers residence at Cove Palisades State Park.

As you suggested all designs are rustic ranch type with attached garage.

These sketches are intended to be typical and can be reversed to suit location.

All floor plan arrangements should provide excellent view of the various park facilities if located on the site recommended.

The designs are intended to provide all living requirements without any extra frills or oversize rooms.

The following specifications will be included in construction plans.

1. Frame construction on concrete foundation.
2. Siding-rough sawn cedar boarding in either small "U" joint pattern or with 1" wide panel type open joints.
3. Roof-Split cedar shakes, allowed to weather natural.
4. Ceiling and sidewalls fully insulated.
5. Forced hot air, oil fired heating.
6. Fireplace
7. Interior walls and ceilings to be gypsum dry wall.
8. All finish floors, plywood or particle board covered with linoleum (asphalt tile in utility room).

9. Concrete garage floors.

10. Adequate storage cabinets and closets in kitchen, utility room and garage.

11. All designs have approximately same floor area and estimated to cost approximately $16,000 plus septic tank, water, power and driveway costs.

Please notify this office of approval and comments and we will proceed with design plans and specifications.

ORIGINAL SIGNED
T. C. ROAKE

Theo. C. Roake
Assistant Bridge Engineer

CCS:emd

cc
P. M. Stephenson

RECEIVED
MAR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

16-8307 Madras Rock Prod. Proj., The 1963
#6342 Dalles-Calif., Warm Springs, Madras-Prineville & Culver Hwys.

RECEIVED
FEB 20 1964
FOR FILING

February 19, 1964

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

On February 17, 1964, we wrote to you concerning release of final payment on contract #6342, awarded to Lee F. Philpott for the Madras Rock Production Project on The Dalles-California; Warm Springs; Madras-Prineville; Culver Highways in Jefferson County.

Final payment on this contract is $1,425.00 and the total contract amount is $29,900.90. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Mr. Lee F. Philpott
25 Green Acres Road
Eugene, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
FEB 17 1964
FOR FILING

February 14, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed January 13 on Contract No. 6342. The contract was with Lee F. Philpott and was for rock production on the Madras Section of The Dalles-California, Warm Springs, Madras-Prineville, and Culver Highways in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 14, 1964, and that you concur in this procedure at the Commission meeting on March 12.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

LPS:ajw bbc

FORM E-1 (REV. 8-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

Final Report

BRIDGE NUMBER		WEEK ENDING: Jan. 17, 1964
SECTION: Madras Rock Production		SECTION PREFIX: 16-8307
HIGHWAY: Four State Highways		COUNTY: Jefferson
NAME OF JOB: Madras Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Lee F. Philpott	CONTRACT NUMBER: 6342	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Oct. 10, 1963	DATE WORK STARTED: Nov. 5, 1963	COMPLETION DATE: Jan. 13, 1964
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 9 SUPERVISION: 1	SPECIFIED WORK DAYS: 60	WORK DAYS USED: 19
PROJECT AUTHORIZATION: $ 32,625.00	ENGINEERING AUTHORIZATION $ 2,320.00	PERCENT OF TIME ELAPSED: 31.7
EXCLUSIVE OF ENGINEERING: $ 30,305.00	ENGINEERING COST TO DATE $ 2,200.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 30,135.00	PERCENT OF AUTHORIZATION 94.8%	
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.56 %	DATE PROJECT WAS COMPLETED: Jan. 13, 1964	

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
						100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE			10,492		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,492		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

1 Crusher; 5 Dump Trucks; 1 shovel; 1 Hough Front-loader

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY			
MONDAY	Cldy cool	0	
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 20 1964
NOTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Contractor completed crushing and stockpiling aggregate.
TUESDAY	
WEDNESDAY	
THURSDAY	Stockpiles were remeasured.
FRIDAY	
SATURDAY	

REMARKS

Final estimate being submitted to Division office.

Final Report.

SIGNED R. H. Clark R. H. Clark

ADDRESS P.O. Box 1249 Res. Eng'r.
Bend

SEND ORIGINAL TO SALEM OFFICE. (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 11 1963

FOR FILING

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID S. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER

G. S. PAXSON
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
October 10, 1963

Mr. Lee F. Philpott
25 Cream Acres Road
Eugene
Oregon

Gentlemen:

The State Highway Commission on October 10, 1963, awarded to you State Highway Contract No. 6342 for the following project:

Madras Rock Production Project on The Dalles-California; Warm Springs; Madras-Prineville; Culver Highways in Jefferson County.

This award was based on your low bid of $28,500.00 which was submitted to the Commission on October 8, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)

21-3358 H.B. VanDuzer Forest Corridor 1963
Waterside, Salmon River Hwy.
#6343

RECEIVED
JUL 29 1964
HIGHWAY

July 29, 1964

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

On June 17, 1964, we wrote to you concerning release of final payment on contract #6343, awarded to C. M. Corkum Co. Inc., for rest stations in Van Duzer Forest Corridor Wayside on the Salmon River Highway in Lincoln County.

Final payment on this contract is $2,225.50 and the total contract amount is $42,288.15. No work was performed under force account.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: C. M. Corkum Co. Inc.,
P. O. Box 789
Portland 7, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 17 1964
FOR FILING

June 16, 1964

Oregon State Highway Commission

Gentlemen:

Work was completed June 13 on Contract No. 6343. The contract was with C. N. Corman Company, Inc., and was for work on the Van Duser Forest Corridor Wayside rest stations on the Salmon River Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 16, 1964, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action, and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

P. M. Stephenson
Acting State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison

PMS:bbc

RECEIVED
NOV 14 1963

FORM E-30X 50M 3-63 49000

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1963

6343

SUBJECT: Commencement Date
H.B. Van Duzer Forest Corridor Wayside

To: Mr. D.B. Parks
Contract Payments
Office Engineering

C. M. Corkum Company, Inc., started work on Contract No. 6343 H. B. Van Duzer Forest Corridor Wayside on the Salmon River highway in Lincoln county on November 6, 1963.

Ivan D. Merchant
Bridge Engineer

CAG:jm

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
OCT 11 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
G. S. PAXSON
DEPUTY STATE HWY. ENGR.
LEONARD J. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
October 10, 1963

C. W. Corkum Co. Inc.,
P. O. Box 789
Portland 7
Oregon

Gentlemen:

The State Highway Commission on October 10, 1963, awarded to you State Highway Contract No. 6343 for the following project:

Latrine construction in the H. B. VanDuzer Forest Corridor Wayside on the Salmon River Highway in Lincoln County.

This award was based on your low bid of $41,990.00 which was submitted to the Commission on October 8, 1963, for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dg

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant
Harold Schick

RECEIVED
JUN 5 - 1963
FOR FILING

51-230 C
6313

June 5, 1963

Oregon State Highway Commission

Gentlemen:

An investigation has been made to locate a source of potable water for use in the park in the H. B. Van Duser Forest Corridor wayside on the Salem River Highway in Linn County. A suitable water supply was found on the property of the Miami Corporation.

Negotiations with the Miami Corporation indicate that we can purchase a parcel of land containing 3.85 acres for the source of the water and can obtain an easement for access and a pipeline from the water source to the park boundary. The easement would contain 1.35 acres.

The property to be purchased and the easement area are shown on the attached map.

It is recommended that you approve the acquisition of this property and the easement for the waterline from the Miami Corporation at an estimated cost of $150.

This matter will be on the agenda for the June 10 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Quary
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Harold Seldick
C. H. Haiern

PMS:er bbc

SKETCH MAP
PROPOSED ADDITION
H.B. VANDUZER FOREST CORRIDOR

STATE PARK BOUNDARY
TO BE OBTAINED AS EASEMENT - PARCELS 2 & 3
TO BE OBTAINED BY PURCHASE - PARCEL 1

SCALE 1 Inch = 800 Feet

N.

TILLAMOOK
LINCOLN
COUNTY
COUNTY

PARCEL 3.
RESERVOIR SITE
0.02 ACRES

PARCEL 1
COLLECTION
FIELD
2.85 ACRES

PARCEL 2
WATER LINE
1.35 ACRES

20

HIGHWAY To Grande Ronde
11 Miles

MIAMI CORP.

PARK BOUNDARY

SULPHUR
CREEK

OIL
CREEK

PRAIRIE

RIVER

SALMON
RIVER

H.B. VAN DUZER FOREST CORRIDOR

T. 6 S., R. 9 W., W.M.
LINCOLN COUNTY

PED 5-27-63

Salem, Oregon
May 29, 1963

R/W File #34797
H. B. Van Duzer Forest
Corridor Wayside
Lincoln County
Prefix 21-2317

Mr. P. M. Stephenson
Assistant State Highway Engineer
Building

This letter supersedes the letter of May 17 on the Van Duzer Forest Corridor acquisition for a water system.

Attached are ten prints showing the location of the collection field (parcel 1), reservoir site (parcel 3), and water line (parcel 2), in connection with the proposed water system to supply an existing park within the H. B. Van Duzer Forest Corridor Wayside.

135

It is proposed to obtain parcel 2 and 3, containing 1.37 acres as an easement and to acquire parcel 1, containing 2.85 acres by purchase from the Miami Corporation. Preliminary procedure to acquire these tracts of land for state park purposes has been initiated.

143

Estimated cost of this land to be purchased is ~~$33~~ per acre. It is recommended that permission be obtained from the Highway Commission to negotiate for this land.

L.V.K

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl
Attachments

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1963

SUBJECT: R/W File #34797
H. B. Van Duzer Forest
Corridor Wayside
Lincoln County
Prefix 21-2317

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
Building

Attached are ten prints showing the location of the collection field (parcel 1), reservoir site (parcel 3), and water line (parcel 2), in connection with the proposed water system to supply an existing park within the H. B. Van Duzer Forest Corridor Wayside.

135
2.85 It is proposed to obtain parcel 2 and 3, containing 1.37 acres as an easement and to acquire parcel 1, containing ~~8.05~~ acres by purchase from the Miami Corporation. Preliminary procedure to acquire these tracts of land for state park purposes has been initiated.

Est. cost ?
$ 50 ± per Ac.

It is recommended that permission be obtained from the Highway Commission to negotiate for this land.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

Attachments

RECEIVED
MAY 20 1963
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6310 Ends with: Contract# 6343

FLASH CARDS: Begins every Contract

Remarks: # 6310 continues from reel 115

Reel No. 116 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 22 day of April, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm